New-York Daily Times.

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DR. KANE HOME AGAIN,

The Second and Third Arctic Expeditions Safely Ended.

Arrival of Propeller Arctic and Bark Release at New-York.

THE ADVANCE LEFT IN THE ICE.

NEW LANDS FOUND.

A Bridge of Ice from Greenland to the Continent.

AN OPEN SEA FOUND.

NO TRACES OF SIR JOHN FRANKLIN.

EXTREME 81° 30' N. REACHED.

LIFE IN THE FROZEN REGIONS.

90 DEGREES FOR THIRTY DAYS.

Detailed and Interesting Account of the two Expeditions.

DR. KANE'S OWN ACCOUNT.

Dr. KANE, the intrepid Arctic navigator, after having been given up as lost, has returned safe home, with the loss of but three men on his whole expedition. He left his brig, DOCTOR KANE in the Arctic Sea, on the 24th of May, 1854, went above hundred miles over the ice to the sea, and back in open boats thirteen hundred miles to Upernawik in Greenland. After waiting for upward of a month, a Danish trading ship arrived there, and after a subsequent delay of a fortnight, they were taken on board and proceeded homeward. At Lievely, on Disko Island, 250 miles south of Upernawik, the Danish vessels fell in with the American Searching Expedition, under Lieut. HARTSTEIN, and the party were transferred to the *Arctic* and *Release*, which vessels reached this port last evening.

Readers will remember that by this arrival we have the return at the same time of two parties of Arctic Expeditionists—the Kane Expedition, in search of the vessel, but with all but three of its men, and the Hartstein Expedition, with its two vessels and men, all safe and sound. The Dr. Kane Expedition was sent out May 3, 1853, by Mr. GRINNELL, to search for Sir JOHN FRANKLIN. Dr. KANE was surgeon on board.

The KANE Expedition started May 31, 1853, under command of Dr. KANE, and expected to be back in two years. It had but one vessel—the brig *Advance*. For more than a year back its fate was considered very doubtful, and when last Spring it was proposed to send out a party to search for it, the proposition met with far less favor than its friends desired, because it was thought almost a settled fact that Dr. KANE and his party were past all hope of recovery. Congress, however, favored the proposition, and two vessels were dispatched on the search on the 4th of June, 1855. They have found the joint searchers for FRANKLIN, and restored them to thousands of surprised and rejoicing friends. Since the third expedition's sailing, no news had been brought back of them, and no one knew whether they were dead or alive.

The following is the list of officers and crew of the Arctic:

Commander—Lieut. E. K. KANE.
First Officer—JOHN WALL WILSON.
Second Officer—HENRY BROOKS.
Third Officer—AMOS BOSSELL.
Fourth Officer—JAMES MCGARY.
Steward—WILLIAM MORTON.
Cook—PETER SHEPHERD.
Surgeon and Naturalist—Dr. I. I. HAYES.
Mineralogist—AUGUSTUS SIOTAN.
Meteorologist—Mr. BOSSELL.
Assistant Engineers—HENRY GOODFELLOW, GEORGE STEPHENSON, JEFFERSON T. BAKER, GEORGE J. WHITFIELD, WILLIAM E. GODFREY, GEORGE EARLEY, D. RILEY.

Three of the seamen have died, viz:

1. PETER SCHUBERT, ship's cook; died after amputation of the foot.
2. CHRISTIAN OHLSEN, carpenter.
3. JEFFERSON T. BAKER, seaman.

CHRISTIAN died on the return home, and was buried at Lieutenantsland.

The health of the Expedition was otherwise excellent. The SCURVY has prevailed to some extent, but in a limited degree, owing to circumstances, and by various artifices. We made several sledge journeys to the Northward and all agreed. Some of these excursions were made when the temperature was exceedingly low, and the length of our journeys varied from a few miles to twenty; twenty-one and thirty miles. On these journeys took our provisions on sledges, camped at night under tents zipped over the sledges, and on occasion were absent for thirty days. The point to which the vessel is supposed to about in latitude 82°. On the longest journey in the Northward, we reached 82° 30'.

TEMPERATURE—SUMMER PAST.

For nearly two months in the year—that is, in July and part of August, the weather was very fine. The sun was up night and day, and when its beams fell direct, the temperature was comfortable, almost hot, the thermometer marking perhaps 30° to 50 degrees. It was a peculiar fact, however, that while the sun was hot enough to melt the ice, where its rays had full power, the ice still held firm to the shore; so that while on the sunny side ice melted, on the cold water would freeze. After the middle of August, the Winter rapidly closed in, and by September, or at the time when the *Advance* was caught, the season was already far advanced.

THE ESQUIMAUX WILL SPEAK.

The distance of the Winter quarters from the nearest Esquimaux settlement was seventy miles. Notwithstanding the distance, however, the Indians made frequent visits to the ship. They came over the ice, in sledges drawn by dogs; and these animals made rapid journeys—traveling often as much as seven or eight hours an hour. The Esquimaux women were often on board the vessel. Both SAM and TOOKOLITO were sometimes taken in, lodged and fed, and they usually behaved well, but they are arrant thieves by nature, and will steal everything they can lay their hands on, without regarding its use at all. The only articles of which they appeared to understand the purpose, were knives, rope, and implements of iron. Of philosophical instruments, ship's apparatus, and the ordinary appliances of civilized life, they had not the most distant conception. They stole them because they loved to steal, that was all. In person they are stout, of low stature, and very fat. They have no boats, and depend wholly for means of transport upon their dogs and sledges.

HOW TIME WAS PASSED ON BOARD THE SHIP.

Life on shipboard was regular and orderly. There was a time for everything, and everything was in its place. Capt. KANE and the officers were untiring in the discharge of the duties of their posts, and the men appeared contented and hearty. The ship was abundantly provisioned, and the diet was wholesome and various. At seven bells, or about 7½ o'clock in the morning, all hands turned out. Breakfast was taken at eight. The duties of the ship were then performed; the decks were cleansed, and things were put in order for the day. Sledge parties were then apportioned, for the sake of exercise, and short trips were made in different directions, for two or three miles. By the time the parties had all returned to the ship it was nearly noon. At four bells—2 o'clock—dinner was served. After this, there was nothing to do, except to read, talk, laugh, if there was anything to laugh at, keep warm and be jolly. Another meal presently followed, and at 7 to 10 o'clock at night the ship and all in it were silent; the lights, except those above deck, were extinguished, and the watches were set. This, with very slight variations, was the regular routine on board the ship during the whole period of nearly two years.

WHAT THEY ATE AND WHAT THEY DRANK.

The articles of diet on board the ship were not only good and nourishing, but exceedingly palatable. Pemmican, meat biscuit, walrus, veal, beef, pork and game were in abundance. In the midst of the cold there was no want of the good things of this life. *Pemmican* is lean, dried and ground, and then saturated with beef or pork fat; there is as much nourishment in one pound of it as there is in four pounds of ordinary beef. It is of pleasant taste, and is usually partially cooked. It is not unpalatable without any preparation whatever, but is commonly used after being mixed with a sufficient quantity of Indian meal and water to cause it to adhere, and is then fit to fry or stew. It is a wholesome dish. GAIL BORDEN'S meat biscuit I consider an excellent article; it was much used among us. Walrus meat is strong, coarse, and of a game-like flavor, but very good. We did not fancy it at first, but learned to like it. We frequently went walrus hunting, and were compelled to chase the animals for some distance. They are a wild animal, and never showed fight; they frequently came near the ship. The seals we killed as they came up through holes in the ice. The flesh of these animals has an oily flavor, not unpalatable, but this may, by dint of practice, finally relished it handsomely. We killed a great many seal.

In St. John, Newfoundland, we had obtained supplies of beef and mutton, which we pickled—that is, we took out all the bones, in order to preserve it fresh. We took out eggs in abundance, and these were a staple article of diet. Salt pork and beef were alternated with fresh meats.

We had large supplies of game,—the eider duck, the little auk, and the dovekey. The *dovekey* may be described as a little duck, one quarter the size of the ordinary duck; its flesh is delicate and good. The little auk is a very small bird, hardly larger than a man's hand. The eider duck is very large. Of all these birds there was a supply as large as could have been desired. The diet of the men was varied so as to preserve their health, and salt meats were entirely dropped from the bill of fare in all cases of scurvy. At one time all hands were all down with this disease, except Dr. KANE and Mr. BOSSELL; but the scurvy was not generally prevalent, and the small number of deaths on board has already been mentioned. The preserved vegetables taken out by the Expedition were in good preservation.

No regular rations of spirits were served out. It was very necessary to have liquor in cases of sickness, but none was used regularly, fore or aft.

HOW THE SHIP WAS FORSAKEN.

We abandoned the *Advance* on the 20th of May last, having passed twenty months on board the ship while she was ice-bound. It having been determined that the vessel should be abandoned, we made preparations for departure. The philosophical instruments, the record of the cruise, and the necessary supplies of clothing and provisions were placed in the sailor boats and on sledges, and on the morning of the 24th of May we left the ship, intending to make our way down through Melville Bay to the Danish settlement, during the Summer. Our trip was made in safety. We dragged our boats over the ice; at night put them up for shelter, and spread a tent over each of them, and of the seventeen persons who composed our party we lost but one—Mr. OHLSEN, whom we buried at Littleton Island. He was a young man, probably 28 or 32 years of age, and has left a family. Dr. KANE received the poor fellow's dying messages.

On the 6th of August, without further mishap, we reached the settlement of Upernavik, where we were hospitably entertained during the whole period that we remained, upwards of a month, awaiting the arrival of the Danish ship, which usually makes that port about the first of September on a trading voyage. The ship, (the *Mary Ann*, from Copenhagen) remained in port for two weeks, discharging and receiving cargo; and when she was ready for sea, we embarked on board of her for home. At Lievely, on Disco Island, we fell in with the American receiving vessels, the *Arctic* and *Release*, which had been in search of us and had returned, running down the Coast, looking for us. This point is two hundred and fifty miles south of Upernavik.

Captain KANE and some others, myself included, went on board the *Release*; and the remainder on board the *Arctic*. Our homeward voyage was performed without any remarkable occurrence, the party enjoying good health and spirits. At a late hour this afternoon we anchored off the Battery.

An Open Polar Sea.

THOMAS, one of the seamen who sailed in the *Advance*, the following facts were gleaned:

One further progress by the ship was discovered by lightness of ice of solid log. Dr. KANE himself, and commenced the sixteenth journey made in his endurance campaigns, consisting of journeys of 60 Esquimaux and Lievelier dogs, transported on sledges, carrying, besides the forty weapons, &c., provisions for personal sustenance, a monument prepared in this City, to be erected on the spot where Sir JOHN FRANKLIN and party are supposed to have perished.

The party, journeyed north first ice and water, at the rate of thirty miles per day, until a distance described as sensibly grand; the limitless plain succeeding to the east and west between waves, and over the distant mountains of the Arctic whose stances everywhere prevailed. At length, after inexhaustible toil, further progress was interrupted by a great open sea, extending in front and on either side until lost to distance.

The thermometer had for several days indicated a gradual increase of temperature until it had reached 70 to 75° on the shores of this Northern Sea. It indicated a much higher temperature. The waters of this sea, for well as the adjacent soil, indicated a temperature of from 60° to 65°. A species of grass and fern grew on the shores, and great numbers of herbivorous and other animal and birds, hitherto unknown to naturalists, were feeding or roaming in fearless indifference.

The *Relief* has brought home a living bird resembling, in some respects, the SNOW BUNTING. This bird was caught, while young, on the shores, and has become entirely domesticated, and seems highly pleased with its new acquaintances.

FATE OF THE ADVANCE.

From the same source we gleaned the following interesting statements:

The *Advance* had been frozen in the ice for two Winters. During this term, many improvements had been made, and Captain KANE was compelled to take to the Summer Ice, after planking, spars, and finally the very floors to the cabins, in which himself and others lodged, into fuel.

At length, hoping all hope of escape by the breaking up of the ice, his provisions growing short, and sickness, the boats were dragged over the ice to the open sea, and with the hearts but broad compositions, secured themselves to the open sea in their boats. After suffering all but death itself, and the loss of three of the boats' companions including the supercargo, Captain KANE reached a Danish settlement sometime in June last.

Of the sixty dogs taken out by Captain KANE, all perished but two, which he has brought home with him.

Prior to embarking for home in the *Relief*, he was desirous of ascertaining what was the fate of the *Advance*. In consequence of the ice he was unable to approach within some seventy miles of his ship, and it was deemed imprudent to hazard his men, in their feeble condition, in a journey to the imprisoned ship over the ice.

A seal fisher was felt in with, when Captain KANE by signs, inquired concerning his ship. The Esquimaux replied by signs. Thrusting his spear between the ice in an erect position, he informed Captain KANE that the ship was still in the ice.

In answer to further inquiry as to her condition, he was informed that the sails had been taken off for yards, and the ropes for fishing purposes by the natives. And, holding the bowl of his clay pipe between his hands, with the stem erect, pointing in the direction of the *Advance*, he crushed the bowl between his hands, the stem still continuing erect, meaning to communicate that one ship was still embedded in the ice; that her masts were still standing, but the hull had been crushed by the ice.

NAMES OF DR. KANE'S PARTY.

IN THE RELEASE—Dr. KANE, U. S. N.; John W. Wilson, Amos Bonsall, Dr. I. J. Hayes, Augustus Siotan, Henry Goodfellow, George Stephenson, Wm. Morton, Thomas Hickey.

IN THE ARCTIC—Hy. Brooks, boatswain, U. S. N.; James McGary, George Riley, Wm. Godfrey, Charles Blake, George Whittle.

THIRD AMERICAN ARCTIC EXPEDITION.

Of the Third American Arctic Expedition, having in view not the discovery of Sir JOHN FRANKLIN, but of Dr. KANE'S party, and of its successful search, the following is the succinct account. Brief as has been its absence, it has been farther north in the Arctic Sea than any of its predecessors—the KANE party alone excepted:

The United States Arctic Expedition, composed of the bark *Release* and steam brig *Arctic*, H. J. HARTSTEIN, Lieutenant Commanding Expedition, left New-York, May 30, 1855, arrived in Lievely, Isle of Disco, Greenland, July 5; coasted along the shores of Greenland, from Honnesberg to lat. 78° 23' N., touching at Lievely, Rare Island, Upernivik, Hakuyt Island, Cape Hadbarton, and other places on the coast; were 29 days boring through the pack to Melville Bay, thence crossed Davis Straits, went up Lancaster Sound as far as Admiralty Inlet, where they were opposed by a solid pack, which entirely stopped their progress.

Hence, they proceeded down the western coast, examining Possession and Ponds Bay; were fast in the great middle pack, for several days, (to all appearance for the Winter); in lat. 69° 30' N., lon. 63° 30' W., spoke English whaleship *Eclipse*, of Peterhead, bound to Cumberland Inlet; had taken three fish all well, and arrived at Lievely on their return from having entirely circumnavigated the north waters, as far as the ice would permit. Sept. 12, they there found Dr. KANE and his associates, (having abandoned his vessel in the ice,) excepting three who had died from exposure, viz: CHRISTIAN OLSEN, (carpenter,) PETER SCHUBERT and JEFFERSON BAKER. Found at Lievely the Danish brig *Mariannes*, Capt. ARNGONSON, loading for Copenhagen. Sailed from Lievely Sept. 18.

On the 19th boarded Danish brig *Zelder*, 27 days from Copenhagen, bound to Lievely; on the 27th spoke English schooner *Stella*, from Sandwich Bay, bound to Plymouth. No traces whatever have been discovered of Sir JOHN FRANKLIN'S party. The last Winter in the Arctic has been unusually severe. Many of the natives having perished from exposure and starvation, have been compelled to eat their dogs, the extreme cold having prevented the usual hunting expeditions.

The vessels are in a tolerably good condition. They have been in collision with icebergs, and severely nipped in the packs. The following is the list of officers of the bark *Release*:

E. J. HARTSTEIN, Lieutenant Commanding the Expedition; Wm. S. Lovell, Acting Master; John K. Kane, Assistant Surgeon; Joseph P. Fyffe, Passed Midshipman; Charles Sever, V. R. Hall, Boatswains; Richard M. Clark, Surgeon's Steward.

Crew.—Robert Bruce, Wm. Smith, Boatswain's Mates; David Batey, Captain of fore-top; Charles Johnson, main-top; George Devys, Thos. Ford, Gunner's mates; Wm. Phinney, Joseph Morris, Quartermasters; Francis Taylor, Captain of hold; Benjamin Moore, Sailmaker's mate; Charles Williams, Carpenter's mate; Thomas Franklin, Officers' Steward; Wm. Henry, Ship's Cook; Louis Lawrence, Andrew Larsen, Byron Potter, John Haley, John Smith, George Bidwold, Seamen.

MEN OF THE ARCTIC.

Propeller *Arctic*, Chas. S. Stoms, from Lievely, Isle of Disco, Greenland, Sept. 13.

OFFICERS.

CHARLES C. SIMMS, Lieutenant Commanding; Watson Smith, Acting Master; James Lewis, Assistant Surgeon; Harman Newell, First Assistant Engineer; William Johnston, acting Third do; Samuel Whiting, acting Boatswain; William Richardson, acting Carpenter; John Van Dyke, Purser's Steward; Abraham W. Kendall, Surgeon's do.

CREW.

William Carey, John Egan, Boatswain's Mates; William Grover, Walter Wilkinson, Quartermasters; Richard Hartley, Captain of Hold; Joseph Brown, ship's Cook; John Fox, John Gilbert, George Tyler, second-class Firemen; John Thompson, John Brown, George Price, James Botsford, seamen.

Detailed Account of the Hartstein (Third Arctic) Expedition.

The Expedition in search of Dr. KANE was fitted out by order of Congress, which appropriated $150,000 for that purpose. It was composed of two vessels—the propeller *Arctic*, and the clipper bark *Release*. The former was built at Philadelphia, expressly for the service which she has made. Her consort, previously called the *Bronx*, was purchased on account of her draft, which was admirably adapted for the purposes for which she was intended. Both vessels were taken to the Brooklyn Navy Yard and there found supplied with everything themselves and the expedition deemed for the safety of the vessels and the comfort of crews who were to navigate for the particular, through Arctic expedition on which they were bound. Experience of these points seems were made.

The officers, and in fact all attached to the Expedition, formed a complement of very superior men. The Commander, Lieut. E. J. HARTSTEIN, had been captain of the steamship *Tiburon* of the Ocean Mail Steam Company's Line. Lieutenant WILLIAM E. LOVELL had been to the Arctic Ocean once, having been a 2d officer with Dr. KANE in the *Advance* of the Expedition under command of Lieut. DE HAVEN. Lieut. C. C. SIMMS the commander of the *Arctic*, and all the other officers were men admirably adapted to the service in which they were engaged; and some of them had been previously to the Polar Seas.

The following is the names of the officers and members of crew attached to the Expedition:

ON THE RELEASE.

Commander of the Expedition—Lieut. E. J. HARTSTEIN.
Lieutenant Commanding—WILLIAM E. LOVELL.
Second Lieutenant and Acting Master—JOSEPH P. FYFE.
Assistant Surgeon—J. K. KANE.
Boatswains—V. R. HALL.
Captain's Clerk—CHARLES LOVELL, and fifteen seamen.

ON THE PROPELLER'S DECK.

Lieutenant Commanding—C. C. SIMMS.
Lieutenant—WATSON SMITH.
Assistant Surgeon—JAMES LEWIS.
Chief Engineer—HARMAN NEWELL.
Assistant Engineer—WILLIAM JOHNSTON.
Boatswain—SAMUEL WHITING.
Captain's Clerk—JOHN VANDYKE.

And Robert P. M., on the 13th day of last April, the distance of both vessels was 100 feet. The *Arctic* being a sailing boat went out and returned with the crew of the *Release*. As they had their position at the Navy Yard and commenced running down the Bay the cheering down the docks was tremendous. The decks of the steamship *North Carolina* and of the other vessels in the vicinity were crowded, and repeated and deafening cheers were given to the colors of the departing vessels and the brave fellows by whom they were manned. These kind expressions were heartily responded to, and with the waving of handkerchiefs the *Arctic* and *Release*, rounding down the Bay, were soon lost to sight.

The vessels, after reaching the Lower Bay, were there detained until the 4th of June, when they set sail on their dreary voyage.

THE VOYAGE.

The voyage was full of interesting incident, as the preceding cruise in the Arctic Regions. Both vessels arrived at Lievely, on the Isle of Disco, on the 5th of July, in a snow storm, and passed a few days there preparing for their further voyage. They encountered much ice during this part of the cruise, which considerably impeded their progress, and just at the entrance of Davis' Straits the vessels got foul, and did some damage to each other, but not of a serious nature. After leaving Lievely, proceeded through Davis' Straits to Waigats, and stopped at Home Island, where they found coal in great abundance along the side of the bluff that overlooks the Harbor.

The vessels left Lievely on the 16th of July, and on the same afternoon entered "The Pack," as the immense fields and bergs of ice are called. Slow progress was made until the 19th, when they were favored with an "open lead," when the vessels steamed—the *Relief* being in tow of the *Arctic*—to the north of the Duck Islands, which was made on the 22d of July. Progress very slow. On the 31st, another open lead was found, which enabled the vessels to reach to the north of 75°. From the 1st to the 12th of August the weather was very disagreeable, and the sailing so dangerous that fears were entertained that the vessels could not get through the Bay that season. Ice forming rapidly every night, with frequent storms of snow.

During the passage from Melville Bay, both vessels were nipped several times. On one occasion, the *Arctic* was struck so severely as to start her keel, split her cutting, disarrange her inside wood work, and break off about a fourth of the propeller bridle. On the 13th of August, a more open sea, and clear water. Proceeded to examine the coast until stopped by the ice in latitude 78° 30'. Here canvas were found, and it was ascertained from them that Commander KANE had abandoned his vessel and gone towards the South.

The vessels then turned, with the intention of visiting an Esquimaux village, in Sardine Bay, at the entrance of Whale Sound, and then crossing to the best coast. Here the vessels separated, appointing a rendezvous off Hackaruck, (?) and the propeller steered off for Lancaster Sound; but when off Cape Horne she encountered ice in such quantities as to compel her to run to the south-east of Beaumont Island, and finding the passage to the west obstructed, she came out and found the *Release*, and both vessels proceeded to Possession Bay. They next explored the coast closely to Pond's Bay, and on the 31st of August, having found no trace of Commander KANE, started with a strong and fair wind for Upernivik.

At midnight on the 5th of September, during a heavy snow storm and a strong gale, the *Release* suddenly found herself a-foul of an immense iceberg. The collision was so great that the bows of the vessel were smashed, and the front-work, notwithstanding it was double-planked and covered with thick iron, was broken in. The scene was a terrible one, and for a time it seemed as though the vessel was doomed. About latitude 65 and latitude 72 ice was again met in large quantities, and they did not get clear of it until the 11th September, in latitude 69). From this point the vessels steered again for Lievely, and on the *thirteenth of September*, as they approached the anchorage of that place, THEY WERE GREETED FROM THE SHORE BY COMMANDER KANE AND HIS COMPANIONS!

A Danish vessel was lying in the harbor, and in it Commander KANE and his men would have sailed for Copenhagen in three days.

The vessels remained at Lievely for five days, coaling and repairing, and, all things being in readiness, LEFT ON THE 19TH OF SEPTEMBER FOR HOME!

The homeward voyage was a quick and pleasant one. But few obstructions were encountered. The joy of the rescued and the rescuers was equal as it was unbounded. The Expedition was successful, and had reached a latitude higher than any other expedition, except the one they rescued, had ever before reached. The Kane Expedition reached as high as 82° 30', and the Hartstein vessels succeeded in reaching 78° 30' 30". Commander KANE found the "open sea" that surrounds the Pole, the existence of which has been mooted for many years by geographers, and Commander HARTSTEIN went in sight of it.

THE RETURNED.

The homeward voyage from Lievely occupied only twenty-two days. All hands are in good health and look remarkably hale and hearty, notwithstanding the great privations which they have experienced. Of the eighteen men who set sail on the Kane expedition, fifteen have returned. Three died, two of them from cold fingers, and one from a disease superinduced by cold. The names of the deceased are as follows:

THE DEAD.

JOHN OHLSEN, the carpenter, a native of Denmark, he was aged about 29 years, and has a wife living in Brooklyn.

JEFFERSON BAKER, seaman, a native of Philadelphia, aged about 29 years.

PETER SCHUBERT, a native of France. Resided in New York.

Several of the Kane Expedition suffered severely during their inland journeyings. Some of them have had their toes frozen off, and one has lost his heel from a similar cause.

Dr. KANE, Dr. HAYES, and Officers JOHN WILSON and —— BONSAL, and seamen THOMAS HICKEY, GEORGE STEVENS and THOMAS MORRISON came on the *Release*. Two officers—HENRY BROOKS, Boatswain, and JAMES MAGGARY, and the remainder of the men of the *Advance* came in the *Arctic*.

The poor fellows, nearly all of whom have families residing in this vicinity or neighborhood, withheld the natural desire to reach the shore, and lost not a moment in doing so.

The moment the vessel came to anchor, small boats, containing relatives of those on board, hastened towards them, while cheer succeeded cheer from among those, (seamen, doubtless) ordering apparel, &c., looking eagerly as all to be come from on board, in hopes of seeing the face of some loved one who had been of the glorious expedition.

The return of the vessels was made touching and affectionate. The brave men, some eleven, who had been on the first expedition, day in advance in the vessels, now by gone.—Oh, Bill, I am so thankful I spared life to go ashore, to home, and so on!

A Chat with the Second Officer of the Release.

One of our Reporters sat down last evening alongside of Mr. FYFE, Second Officer of the bark *Release*, who spun him his yarn. He tells some things of interest that are not so pleasantly sit down in the preceding statements.

Up to the 30th July there was nothing remarkable on the voyage, excepting on the 19th June, when we

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FROM EUROPE.

Arrival of the Union and the Canada's Mails

Full Particulars of the Fall of Sebastopol.

Official Statements of Killed and Wounded.

THE ALLIES IN THE FIELD.

MOVEMENTS OF THE CZAR.

INTERESTING FROM SPAIN.

LATER FROM CHINA.

The United States mail steamship Union arrived at this port yesterday afternoon, bringing Havre papers dated, *via* Southampton, to the 29th September. The Canada's mails from Boston have since arrived. They contain full details of the late assault and capture of Sebastopol, which we publish below. The Canada's dates are to the 30th ult.

Oct. 11, at 61 o'clock A. M., about sixty miles east of Sandy Hook, the Union spoke two vessels, a bark and a steamer, of the Arctic Expedition, under command of Capt. Hartstein, having on board Dr. Kane's party, who the Captain reports safe and well.

The Union for the first week had very heavy weather.

THE WAR.

A telegraphic dispatch, dated Sept. 10, from Berne, states that the Russians are fortifying the north part, and constructing new batteries. The Prussian corps is mainly cavalry and a cordon of infantry protects the Bug. Sebastopol is to be razed, and the harbor filled up.

THILO, according to a dispatch from Vienna, had arrived at Odessa, and held a Council of War.

A Berlin journal publishes a letter from St. Petersburg, dated Sept. 11, which admits the following: "We have defeated terrible loss. *General* TOTLEBEN is dead. *General* OSTEN-SACKEN, MARTINEAU, ZOTOFF, and WOLKONSKOFF, are severely wounded, and KOLLER is taken prisoner. It was further reported at Vienna that *General* OSTEN-SACKEN had committed suicide."

The Vienna Zeitung states, on the authority of reports which reached Constantinople on the 30th September, that the Russians had attacked Kars in two columns—that they had been repulsed, and had left 4,000 in the breaches dead on the field.

A dispatch from Vienna, dated Sept. 27, states that two Allied fleets had gone northward, for the purpose of bombarding Odessa. The same dispatch states that Gen. PELISSIER would make an eastward movement against the Tchernaya, and after battle to the Russians, if successful, that he destined, attack their entrenched camp.

The Paris Moniteur of the 28th September publishes the dispatches of the 11th inst. of Marshal PELISSIER and Gen. NIEL. In his orders dated the 14th, General PELISSIER says that the bulwark of Russian power in the Euxine had ceased to exist, and that it emerged their position in the Crimea, and promised a speedy close of the war. Immense stores of military clothing had been discovered at Sebastopol.

Accounts from the Crimea of the 16th state that three Divisions of the French had marched to the Tchernaya, and that an action was expected.

Dispatches from Marseilles state that the Fire Brigade organized by the Allies had extinguished the fire in the southern part of Sebastopol.

Prince GORTSCHAKOFF, in a dispatch of the 17th, states that the Allies had done nothing against the north of Sebastopol, but were concentrating between Balaklava and the Tchernaya, and were making repeated movements in the valley of Baidar.

From Warsaw—A general recruitment in Russia is stated as imminent, and that all the regular troops in Poland and Lithuania were marching on Odessa and Nicolaieff.

The *Presse d'Orient* says that the Russians destroyed all the forts and bastions south of Sebastopol, including Forts St. Paul and Nicholas. Fort Alexander blew up and Fort Quarantine was set fire to.

The loss of the French at the storming of Sebastopol is given as follows: Five Generals killed, four wounded and six contused; 34 superior officers killed, 59 wounded and two missing; 115 subaltern officers killed, 324 wounded, eight missing; 1,420 sous-officers and soldiers killed, 4,320 wounded and 1,400 missing. Total, 7,363.

The losses of the English were: Killed, 965; wounded, 1,824; missing, 176; making the total casualties 2,965.

The losses of the Russians are estimated at 1,800 men.

The London *Daily News* has a very important article on the next operations of the Allies. That paper says:

"What will the Allies do next? has been the question on every tongue since the fall of Sebastopol. We had that night the good fortune to furnish in a special edition an answer to this inquiry. The generals of the Allies assembled on the evening immediately after the assault, and assured in by Prince GORTSCHAKOFF'S troops, have felt that they could conveniently spare a large number of men from before Sebastopol to reinforce the corps at Eupatoria.

The fact indicated from several sources as probable, is now simultaneously announced from Constantinople and St. Petersburg. Prince GORTSCHAKOFF informs his master, who has gone to meet bad news, that a reinforcement of 20,000 troops of the Allies had landed at Eupatoria, and that the division there, raised to a strength of 60,000 men, had attacked the Russian infantry, 'which retreated over the heights of Rusta.' Whether these words conceal the serious defeat of a Russian corps, or ludicrously describe a preliminary operation, is reserved for future accounts to tell. The engagement took place on Saturday last, so that we must time could have been lost after the dismemberment of the troops. Sufficient data for judging of the precise plan of the Allied generals are wanting. The Imperial idea of unlocking the possession of Eupatoria, situated as the peninsula, for menacing the communications of the Russian army, may be supplied are every where recognized; but the strength of the Allied force there, as estimated by Prince GORTSCHAKOFF, is at present too small for their development, and we shall not be surprised to learn that the 20,000 men of whom he speaks are the pioneers of a larger corps. We abstain, however, from premature speculation, and are for the present content to note the cardinal fact that the Allied generals, not acquiescing in a mere possession of Sebastopol, pursue their advantage, and act offensively against the enemy. They have an aim, a resolve, and a plan which is already in execution."

The *Globe* says: We have good reasons for regarding as unreserving of serious attention the intelligence which reached London by telegraph from Hamburg last evening, and which is repeated to-day in a different form from Berlin. If it be not altogether without foundation, if at least is based upon some movement by no means of the appearance with which the telegraphic message invests it. We can positively state the Allies have not "landed 20,000 men at Eupatoria." As to the number of their forces now there, we think it is as well to be silent. Prince GORTSCHAKOFF is an able General, and can doubtless ascertain for himself.

The Turkish troops intended for Asia have been sent to Eupatoria. The vessels have already sailed. The Anglo-Turkish contingent will go to Trebizond, and be placed under OMAR PASHA.

A letter from Berlin of the 23d, says:

"Various circumstances at St. Petersburg seem to confirm that Prince GORTSCHAKOFF will soon evacuate the forts on the north of Sebastopol. Those forts, since the destruction of the Russian fleet and the naval establishments, are only mountain points. Well informed persons say, that if the Russian general should consider it advisable to concentrate his forces in the interior of the Crimea, he will not leave in the rear the garrisons of the forts."

The *Morning Post* Paris correspondent writes: It is the opinion of those who have material for drawing conclusions that the Russians will shortly assume the offensive. The Emperor will visit Nicolaieff, and there superintend himself the Winter Crimean campaign. The Russian Treasury had received large sums of money through Berlin. English war materiel is constantly passing through Prussia for the use of the enemy.

The *Moniteur* contains a decree promoting nineteen lieutenant-colonels to the rank of colonels, and twenty chefs d'escadron and chefs de bataillon to that of lieutenant-colonel.

Another decree confirms 14 promotions to the rank of officer, and 73 nominations to that of knight in the legion of honor, made provisionally by Marshal PELISSIER.

The Emperor and Empress of Russia arrived at Moscow on the 13th inst. The Grand Duke CONSTANTINE, accompanied by the Empress Mother, arrived there on the 15th. The former started on the same day for Nicolaieff.

The intelligence from the Crimea, dated September 17, is to the effect that the Russians were throwing shells into the town of Sebastopol from their batteries.

Private letters from St. Petersburg announce that the Emperor ALEXANDER has approved of a new which has been presented to Him by the Minister of Finance, relative to a complete reform of the old system of commerce with China by way of Kiachta.

The news from Spain is highly interesting. The Queen had quarreled with her Ministry, fallen ill in consequence, and had a miscarriage. ESPARTERO is also ill.

The Overland India Mail.

The India Mail arrived at Trieste two days previous to the Canada leaving for Boston. The advices from Calcutta are to the 24th of August, from Bombay to the 20th of August, Shanghai to the 2d of August, and Hong Kong to the 30th of August.

The Santal rebellion continued in Bengal, but the rebels are beginning to give way. Fifty thousand are assembled in the Hill Districts.

Money was very scarce. The Bengal Bank has raised its rate of discount to 12 9 cent. The new five per cents are one half discount, and the four per cent. loan at thirteen discount.

Exchange on London 2s. 1d.

At Canton, China, the Exchange was 4s. 6¼d.; and at Shanghai 6s. 4d.

At Canton it is said there was no prospect of new Tea arriving. One hundred and thirty-five ships, mostly in bad condition, were all that had been ready. At the same time there was no disposition to buy.

The market at Shanghai had opened at 22 to 27 taels per picul, and but very few Teas had come down. Silk was still coarse and excessively dear. The exports of the new season had been 450 bales. Settlements were very limited.

The pirates in China held under control a coast line of 2,000 miles in the Tea Districts of Moonan and Canton. The rebels are in great strength, and the trade of Canton is very restricted. No new Teas had arrived at Shanghai.

THE GREAT CRISIS OF THE WAR.

A Thrilling History of the Storming of Sebastopol.

HOW THE FRENCH CARRED THE MALAKOFF

How the English were Repulsed before the Redan.

FULL PARTICULARS OF THE RUSSIAN RETREAT.

FOURTH DIVISION CAMP, Monday, Sept. 10.

The contest on which the eyes of Europe have been turned so long is nearly decided—the event on which the hopes of so many mighty empires depended is all but determined. Sebastopol is in flames! The fleet—the object of so much diplomatic controversy, and of so many bloody struggles—has disappeared in the deep! One more great act of carnage has been added to the long catalogue of glorious triumphs on which the whole world, from the most civilized nations down to the most barbarous hordes of the East, has been the anxious and excited audience. Amid shouts of victory and cries of despair—in frantic rejoicing and passionate sorrow—a pall of black smoke, streaked by the fiery flashings of exploding fortresses, descends upon the stage, on which has been depicted so many varied traits of human misery and of human greatness, such high endurance and calm courage, such littleness and weakness—across which have stalked characters which history may develop so largely as the struggle in which they were engaged, and swell the gigantesque proportions, or which she may dwarf into pettiest dimensions, as unworthy of the part they played. A dull, strange silence, broken at distant intervals by the crash of citadels and palaces as they fly into dust, succeeds to the incessant dialogue of the cannon which have spoken so loudly and so angrily throughout the entire year, and cruel armies, separated from each other by a sea of fires, rest on their arms and gaze with varied emotions on all that remains of the object of their conflicts. *How trite all these announcements appear!* How disheartening it is to the writer to feel that all he do describing is known in England, and has been discussed and canvassed in every home-stead one he can sit down to tell the story, and that by the time his letters reach those for whom they are intended, all that to him appears as novel and recent *as it is interesting and important, will be a twice told tale!* To every one out here the occurrence of the last few days seem prodigious startling and momentous. Time will show whether we duly appreciate them. On Saturday we felt that the great success of our valiant allies was somewhat tarnished by our own failure, and it was doubtful whether the Russians would abandon all hope of retaking the Malakoff. On Sunday, six noon, we were walking about the streets of Sebastopol, and raving on its ruins. The army is now in suspense as to its future. The south side of the city is in the hands of the allies. On the north side the great citadel and numerous regular forts, backed by enormous earthworks and defended by a numerous army, bid us defiance across a narrow strip of water, and Russia may boast that she has not yet lost Sebastopol. The allied fleet remains outside, paralyzed by Fort Constantine and its dependencies, and every one is going about asking, "What are we to do now?"

In my last letter, a portion of which was written on the mail started on Saturday, I was so confused by the accumulation of events that I made a serious mistake in my dates, which I trust has been rectified at home. It is rather hard to have to sit down to give the post when one knows that in fifteen minutes from the time *of his writing* he will be the *witness of a general assault* on one of the strongest places in the world. The last and decisive cannonade was, as the world knows ever so long ago, begun on the morning of Wednesday, Sept. 5, by the French against the Russian right, consisting of the Quarantine Battery, the Bastion Central, and the Bastion du Mât, with great vigor and effect, and at night began a devastating bombardment, in which all the allied batteries joined. A frigate was fired by a French shell and sunk at night. On the morning of the 6th the English and French together opened the cannonade, beneath which the Russian batteries were almost broken to pieces, and which they did not dare to answer. In the evening the bombardment was renewed and kept up all night; a fire appeared behind the Redan, and the enemy seemed by their constant signalling to be in much uneasiness. It was observed that great quantities of forage were being sent across the bridge from the north to the south side, although there were no cavalry in the latter. On the 7th the cannonade was continued in salvos, as before, and it was remarked that the town began to show, in a most unmistakable manner, the terrible energy of the mighty bombardment. Nearly every house within range was split and in ruins. The bridge between the north and the south side was much crowded, all day, with men and carts passing to and fro, and large convoys were seen entering and leaving the town at the north side. Towards evening the head of the great dockyard chasm, so long a prominent object from our batteries, caught fire, and burnt fiercely to the high wind, which was raging all day. A two-decker was set on fire by the French shells, and was destroyed, and a steamer was busily employed towing a large dismasted frigate to the dockyard, out of range. In the middle of the day there was a council of Generals, and at 2 o'clock it became generally known that the Allies would assault the place at noon on the 8th; after a vigorous cannonade and heavy fire of shells. The hour was well selected, as it was certain that the Russians are accustomed to indulge in a siesta about that time. In the course of the night there was an explosion behind the Redan. And now comes the memorable

DAY OF THE ASSAULT—PREPARATIONS.

SATURDAY, Sept. 9.—The weather changed suddenly yesterday. This morning it became bitterly cold. A biting wind right from the north side of Sebastopol blew intolerable clouds of harsh dust into our faces. The sun was obscured; the sky was of a leaden wintery gray. Early in the morning a strong force of cavalry, under the command of Colonel Hodge, was moved up to the front and formed a chain of sentries in front of Cathcart's hill and all along our lines. No person was allowed to pass this line, unless he was a staff officer or was provided with a pass. Another line of sentries in the rear of them was intended to stop stragglers and idlers from Balaklava, and the object in view was probably to prevent the Russians gathering any intimation of our attack from the unusual accumulation of people on the took-out hills. If that were so it would have been better to have kept the cavalry more to the rear, and not to display to the enemy a line of Russars, Lancers, and Dragoons along our front. At 11½ o'clock the Highland Brigade, under Brigadier CAMERON, marched up from Kamara and took up its position in reserve at the Right attack, and the Guards, and in reserve, were posted on the same side of the Woronzoff-road. The first brigade of the Fourth Division served the trenches of the Left Attack the night before, and remained in them. The second brigade of the Fourth Division was in reserve. The Guards, who served the trenches of the Left Attack, and only marched out that morning, were turned out again after arriving at their camp. The Third Division, encamped on the hill-side behind their camp, were also in reserve, in readiness to move down by the Left Attack in case their services were required. Gen. PELISSIER during the night collected about 20,000 men in and about the Mamelon, to form the storming columns for the Malakoff and the Little Redan, and to provide the necessary reserves. The French were reinforced by 5,000 Sardinians, who marched up from the Tchernaya last night. It was arranged that the French were to attack the Malakoff to right, and, as soon as their attack began, that two were to attack on the left and assault the line of the Bastion du Mât, but I do not believe it was intended to make any particular against this part of the town, the possession of which, in a military point of view, would be of minor importance. The cavalry sentries were posted at 8.30. At 10.30 the Second Division and the Light Division moved down to the trenches, and were placed in the advanced parallels as quietly and unostentatiously as possible.

THE GENERAL OFFICERS.

About the same hour General DIXON and staff moved down to the second parallel of the Green Hill Battery. Sir COLIN CAMPBELL was in command of the storming column of the Light Division, and the latter not returned. *Colonel* UNETT, *ignorant of the Brigadier's* intention to leave shipboard, had to decide with Colonel WINDHAM who should lead the storming column to the attack. They tossed, and Colonel UNETT won. He had it in his power to say whether he would go first or follow Colonel WINDHAM. He looked at the shilling, turned it over, and said, "My choice is made; I'll be the first man into the Redan." *But fate willed it otherwise,* and he was struck down badly wounded ere yet he reached the abatis, although he was not leading the column. Scarcely had the men left the fifth parallel when the guns on the flank of the Redan opened on them as they moved up rapidly to the salient, in which there were of course no cannon, as the nature of such a work does not permit of their being placed in that particular position. In a few seconds Brigadier SHIRLEY was temporarily blinded by the dust and by earth knocked into his eyes by a shot. He was obliged to retire, and his place was taken by Lieutenant-Colonel BURNEY, of the 23d Regiment, who was next in rank to Colonel UNETT, already struck down and carried to the rear. Brigadier VAN STRAUBENZEE received a contusion on the face, and was also forced to leave the field. Colonel HANCOCK fell mortally wounded in the head by a bullet, and never spoke again. Captain HAMMOND fell dead. Major WELSFORD was killed on the spot. Captain GROVE was severely wounded. Many officers and men were hit and fell; and of the commanders of parties only acting Brigadier-General WINDHAM, Captain PYERS, Captain LEWIS, and Captain MAUDE got untouched into the Redan, and escaped scatheless from the volleys of grape and rifle balls which swept the flanks of the work towards the salient.

FATAL FIRE OF THE RUSSIANS.

It was a few minutes after 12 when our men left the 6th parallel. Their advance commenced at once, and in less than five minutes, during which the troops had to pass over about thirty yards from the nearest approach to the parapet of the Redan, *they had lost* a large proportion of their officers, and were deprived of the aid of their leaders, with the exceptions I have stated. The riflemen advanced admirably, but from their position they could not do much to reduce the fire of the guns on the flanks and below the re-entering angles. The bravery and coolness of that experienced, *deserving, and much-neglected officer, Captain* PYERS, were never more brilliantly displayed, or urgently called for. As they came nearer, the enemy's fire became less fatal. They crossed the abatis without difficulty; it was torn to pieces and destroyed by our shot, and the men stepped over and through it with ease. The light division made straight for the salient and projecting angle of the Redan, and came to the ditch, which is here about 15 feet deep. The party detailed for the purpose placed the ladders, but they were found to be too short. However, had there been enough of them, that would not have mattered much, but some had been left behind in the hands of dead or wounded men, and others had been broken, so that if one can credit the statements made by those who were present there, were not more than six or seven ladders at the salient.

CROSSING THE DITCH.

The men led by their officers leaped into the ditch and scrambled up the other side, whence they got up the parapet almost without opposition, for the few Russians who were in front ran back and got behind their traverses and breastworks as soon as they saw our men on the top, and opened fire upon them. To show what different impressions the same object can make on *different people*, let me remark that one officer of rank told me the Russians in the Redan did not exceed 150 men when he got into it, and that the men could have carried the breastwork with the greatest ease, if they had only made a rush at it, and in a supposed an opinion that they had no field pieces inside the breastwork. A Russian officer on the other hand, positively asserted that when he got on the top of the parapet of the salient, he saw at least 100 yards to advance of him, a breastwork with guns in it, through which were ran the muzzles of field pieces, and that in the rear of it were compact masses of Russian infantry, the front rank kneeling with their bayonets as if prepared to receive a charge of cavalry, while the two rear ranks over them kept up a sharp and destructive fire on our men. The only way to reconcile these discrepancies is to suppose that the first sight of the earliest stage of the assault, and that the heavy fire directed at a later period when the Russians may have received reinforcements in the breastwork and Redan, and been rallied by the fugitives from the Malakoff; but whether this be the case or not, the fact remains that the Russians made a most desperate stand in its rear. Lamentable as it is no doubt to, and inscrutable almost to those who know how the British soldier generally behaves before the enemy, the men, when they got on the parapet, were seized by some strange infatuation, and began firing, instead of following their officers, who now began to fall fast as they rushed on in front and tried to stimulate their soldiers by their example. Notwithstanding the peculiar position to the contrary, about *three times* as many fell within their cheering with an enemy, as on former occasions when times to get cavalry to charge if they can find any de-

sent troops to lay by their swords and take to it fist and cuttelass, with which they are content to the every reserve, but we do not of any kind to waste of hand-to-hand infantry can finds the charms of the sword bridge quite forgotten. The small party of the Redan were dismissed very quickly indeed by the bayonet, and overcame work, but they were few in number. It could they had to retire and get behind the traverses, where men of different regiments had already taken refuge, and were hanging on a little down the Russians, whose lines were just visible above the breastwork. Simultaneously with the head of the storming party of the Light Division, Colonel WINDHAM had got inside the Redan on their right, below the salient on the proper left face of the Redan, but in spite of all his exertions, could do little more than the gallant officers of the 90th and 97th, and of the supporting regiments.

INTO THE REDAN.

As the Light Division rushed out in front they were swept by the guns of the Barrack Battery, and by several pieces on the proper right of the Redan, loaded heavily with grape, which caused them considerable loss ere they reached the salient or apex of the work at which they were to assault. The storming columns of the Second Division, leaving out of the fifth parallel, rushed up immediately after the Light Division, but when they came up close to the apex, Brigadier WINDHAM very judiciously brought them by a slight detour on the right flank of the Light Division, so as to come a little down on the slope of the proper left face of the Redan. The first embrasure to which they came was in flames; but, moving on to the next, the men leaped into the ditch, and, with the aid of ladders and of each other's hands, scrambled up on the other side, climbed the parapet, or poured in through the embrasure which was undefended. Col. WINDHAM was the first, or one of the very first, men in on this side, and with him entered DANIEL MAHONEY, a great grandson of the dark, KILLEARNY and CORNELIUS of the same regiment. As MAHONEY entered with others, he was shot through the head by a Russian gunman, and fell dead across Col. WINDHAM, and at the same moment KILLEARNY and CORNELIUS were both wounded. The latter claims the reward of £20 offered by Col. HERBERT to the first man of his division who entered the Redan. Running parallel to the faces of the Redan there is, as I have described, an inner parapet, intended to shield the gunners at the embrasures from the effects of any shell which might fall into the body of the work, and strike them down if the high bank were not there to protect them from the splinters. Several cuts in the rear of the embrasures permitted the men to retire in case of need inside, and very strong and high traverses ran all along the sides of the work itself to afford them additional shelter. At the base of the Redan, between the re-entering angles, is a breastwork, or rather a parapet, with an irregular curve up on to a man's neck, which runs in front of the body of the place.

RASHING BRAVERY OF BRITISH OFFICERS.

As our men entered through the embrasures, the few Russians who were between the salient and this breastwork retreated behind the latter, and got from the embrasures to its protection. From it they poured in a quick fire on the parapet of the salient, which was crowded by the men of the Light Division, and on the gaps through the inner parapet of the Redan, and our men, with an infatuation which all officers deplore, but cannot always remedy on such occasions, began to return the fire of the enemy without advancing or crossing behind the traverses, loaded and fired as quickly as they could, but did but little execution, as the Russians were well covered by the breastwork. There were also groups of Russian riflemen behind the 4th or rear traverses near the base of the Redan, who kept up a galling fire on our men. As the alarm of an assault, was spread the enemy came rushing up from the barracks in rear of the Redan, and increased the force and intensity of their fire, whilst our soldiers dropped fast and encouraged the Russians by their impolitic use of the weakness of their fastidious, from which the enemy were well protected. In vain the officers, by voice and act, by example and daring, tried to urge our soldiers on. They had an impression that the Redan was all mined, and that if they advanced they would all be *blown up, but many of them acted as* became the men of Alma and Inkermann, and, rushing to the front, were *swept* down by the enemy's fire. The officers fell on all sides, singled out for the enemy's fire by their courage. The men of the different regiments became mingled together in inextricable confusion. The 19th men did not care for the orders of the officers of the 90th, nor did the soldiers of the 21st heed the commands of an officer who did not belong to his regiment. The officers could not find their men, the men had lost sight of their own officers. All the Brigadiers, save Col. WINDHAM, were wounded or rendered unfit for the guidance of the attack. That gallant officer did all that man could do to form his men for the attack, and to lead them against the enemy. Proceeding from traverse to traverse, he cowed the men to come out, and succeeded several times in forming a few of them, but they melted away as fast as he laid hold of them, and either fell in their little ranks or retired to cover to keep up their fusillade. Many of them crowded to lower parts of the inner parapet and kept up a smart fire on the enemy, but nothing would induce them to come out into the *open space and charge the breastwork.* This was all going on at the proper left face of the Redan, while nearly the same scene was being repeated at the apex. Every moment our men were diminishing in numbers, while the Russians came up in swarms from the town, and rushed down from the Malakoff, which had now been occupied by the French. Thrice did Col. WINDHAM send officers to *Sir E. COMBERMERE*, who was in the fifth parallel, begging of him to send up supports in some order of formation; but all these these officers were wounded as they passed from the ditch of the Redan to the rear, and the Colonel's own side-de-camp, Lieut. SWIRE, of the 17th, a gallant young officer, was hit dangerously in the hip, as he went on his perilous errand. Supports were, indeed, sent up, but they came up in disorder from the fire to which they were exposed on their way, and arrived in dribblets only to increase the confusion and the carnage. Finding that he could not collect any men on the left face, Col. WINDHAM passed through one of the cuts of the inner parapet, and walked over to the right face at the distance of thirty yards from the Russian breastwork, to which he moved in a parallel line, exposed to a slow fire, but, wonderful to say, without being touched. When he got to the right face he found that it was in the same state of things as that which existed at the left. The men were behind the traverses, firing away at the Russians, or blazing at them from the broken parts of the front, and the soldiers who came down from the salient in front only got behind these works for cover, while they loaded and fired at the enemy. The colonel got some riflemen and a few men of the 88th together, but no sooner had he brought them out than they were killed, wounded, or dispersed by a concentrated fire. The officers, with the noblest devotion, aided Col. WINDHAM, and became the special marks of the enemy's riflemen. The narrow neck of the salient was too close to allow of any formation, and the more the men crowded into it the more they got out of order, and the more they suffered from the enemy's fire. A miserable work lasted for an hour. The Russians were now in dense masses behind the breastwork, and Col. WINDHAM walked back again across the open space to the left, to make one more attempt to retrieve the day. The men on the parapet of the salient, who were firing at the Russians sent their shot about him, and the latter, who were pouring volley after volley on all points of the head of the work, likewise directed their muskets against him, but he passed through this cross fire in safety, and got within the inner parapet on the left, where the men were becoming thinner and thinner. A Russian officer now stepped over the breastwork, and tore down a gabion with his own hands; it was to make room for a field-piece. Colonel WINDHAM exclaimed to several soldiers who were firing over the parapet. "Well, as you are so fond of firing, why don't you shoot that Russian?" They fired a volley and missed him, and soon afterwards the field-piece began to play on the head of the salient with grape. Colonel WINDHAM saw there was no time to be lost. He had sent three officers for reinforcements, and, above all, for men in formation, and he now resolved to go to General CODRINGTON himself. Seeing Captain CHERLOCK, of the 90th, near him busy in encouraging his men, and exerting himself with great courage and energy to get them into order, he said, "I must go to the General for supports. Now mind, let it be known, in case I am killed, why I went away." He crossed the parapet and ditch, and succeeded in gaining the fifth parallel through a storm of grape and rifle bullets. In the trenches, Sir EDWARD CODRINGTON asked him if he thought he really *could do anything with such supports as he* could afford, and said he might take the Royals, who were then in the parallel. "Let the officers come out in front—let us advance in order, and if the men keep their formation the Redan is ours," was the Colonel's reply; but he spoke too late—for at that very moment our men were seen leaping down into the ditch, or running down the parapet of the salient, and through the embrasures out of the work into the ditch, while the Russians followed them with the bayonet and with heavy musketry, and even threw stones and grapeshot at them as they lay in the ditch

FEARFUL STRUGGLE INSIDE THE REDAN.

The fact was that the Russians having accumulated several thousands of men behind the breastwork, and seeing our men all scattered up and confused behind the inner parapet of the traverse, crossed the breastwork, through which several field-pieces were now playing with grape on the inner face of the Redan, and charged our broken groups with the bayonet, and at the same time that the rear ranks, getting on the breastwork, poured a heavy hail of bullets on them over the heads of the advancing columns. The struggle that took place was short, desperate, and bloody. Our soldiers, taken at every disadvantage, met the enemy with the bayonet too, and isolated combats took place in which the brave fellows who stood their ground had to defend themselves against three or four adversaries at once. In this *melée*, the officers armed only with their swords had little chance; nor had those who carried pistols much opportunity of using them in such a rapid contest. They fell like brave, and many a gallant soldier with them. The bodies of the English and Russians inside the Redan looked like an embrace which death could not relax, but had rather cemented all the closer. Lay next day inside the Redan, as evidences of the terrible animosity of the struggle. But the cold weight of the advancing mass, urged on, and fed each moment from the rear by company after company, and battalion after battalion, prevailed at last against the isolated and disjointed band who had abandoned the protection of the salient of courage and had lost the advantage of discipline and cohesion. As through some great rent had advanced into the sea and forced back the waves that battled in, so did the Russian columns press down against the spray of soldiery which fretted their edge with fire and steel and succeeded in their against their weight. The struggling band was forced back by the enemy, the moving on, pressing, smiting, and exhausted, our men gave up the struggle, and, leaping down into the ditch, began to climb up the parapet, whence we had entered. Many fell in the ditch beneath the parapet, shot or clubbed to death by the Russians, who followed them with the bayonet and with heavy musketry, and even threw stones and grapeshot at them as they lay in the ditch

CLIMBING OUT OF THE DITCH.

The men led by their officers leaped into the ditch and scrambled up the other side, whence they got up the parapet almost without opposition, for the few Russians who were in front ran back and got behind their traverses and breastworks as soon as they saw our men on the top, and opened fire upon them. To show what different impressions the same object can make on *different people*, let me remark that one officer of rank told me the Russians in the Redan did not exceed 150 men when he got into it, and that the men could have carried the breastwork with the greatest ease, if they had only made a rush at it, and in a supposed an opinion that they had no field pieces inside the breastwork. A Russian officer on the other hand, positively asserted that when he got on the top of the parapet of the salient, he saw at least 100 yards to advance of him, a breastwork with guns in it, through which were ran the muzzles of field pieces, and that in the rear of it were compact masses of Russian infantry, the front rank kneeling with their bayonets as if prepared to receive a charge of cavalry, while the two rear ranks over them kept up a sharp and destructive fire on our men. The only way to reconcile these discrepancies is to suppose that the first sight of the earliest stage of the assault, and that the heavy fire directed at a later period when the Russians may have received reinforcements in the breastwork and Redan, and been rallied by the fugitives from the Malakoff; but whether this be the case or not, the fact remains that the Russians made a most desperate stand in its rear. Lamentable as it is no doubt to, and inscrutable almost to those who know how the British soldier generally behaves before the enemy, the men, when they got on the parapet, were seized by some strange infatuation, and began firing, instead of following their officers, who now began to fall fast as they rushed on in front and tried to stimulate their soldiers by their example. Notwithstanding the peculiar position to the contrary, about *three times* as many fell within their cheering with an enemy, as on former occasions when times to get cavalry to charge if they can find any de-

sent troops to lay by their swords and take to it fist and cuttelass, with which they are content to the every reserve, but we do not of any kind to waste of hand-to-hand infantry can finds the charms of the sword bridge quite forgotten. The small party of the Redan were dismissed very quickly indeed by the bayonet, and overcame work, but they were few in number. It could they had to retire and get behind the traverses, where men of different regiments had already taken refuge, and were hanging on a little down the Russians, whose lines were just visible above the breastwork. Simultaneously with the head of the storming party of the Light Division, Colonel WINDHAM had got inside the Redan on their right, below the salient on the proper left face of the Redan, but in spite of all his exertions, could do little more than the gallant officers of the 90th and 97th, and of the supporting regiments.

INTO THE REDAN.

As the Light Division rushed out in front they were swept by the guns of the Barrack Battery, and by several pieces on the proper right of the Redan, loaded heavily with grape, which caused them considerable loss ere they reached the salient or apex of the work at which they were to assault. The storming columns of the Second Division, leaving out of the fifth parallel, rushed up immediately after the Light Division, but when they came up close to the apex, Brigadier WINDHAM very judiciously brought them by a slight detour on the right flank of the Light Division, so as to come a little down on the slope of the proper left face of the Redan. The first embrasure to which they came was in flames; but, moving on to the next, the men leaped into the ditch, and, with the aid of ladders and of each other's hands, scrambled up on the other side, climbed the parapet, or poured in through the embrasure which was undefended. Col. WINDHAM was the first, or one of the very first, men in on this side, and with him entered DANIEL MAHONEY, a great grandson of the dark, KILLEARNY and CORNELIUS of the same regiment. As MAHONEY entered with others, he was shot through the head by a Russian gunman, and fell dead across Col. WINDHAM, and at the same moment KILLEARNY and CORNELIUS were both wounded. The latter claims the reward of £20 offered by Col. HERBERT to the first man of his division who entered the Redan. Running parallel to the faces of the Redan there is, as I have described, an inner parapet, intended to shield the gunners at the embrasures from the effects of any shell which might fall into the body of the work, and strike them down if the high bank were not there to protect them from the splinters. Several cuts in the rear of the embrasures permitted the men to retire in case of need inside, and very strong and high traverses ran all along the sides of the work itself to afford them additional shelter. At the base of the Redan, between the re-entering angles, is a breastwork, or rather a parapet, with an irregular curve up on to a man's neck, which runs in front of the body of the place.

RASHING BRAVERY OF BRITISH OFFICERS.

As our men entered through the embrasures, the few Russians who were between the salient and this breastwork retreated behind the latter, and got from the embrasures to its protection. From it they poured in a quick fire on the parapet of the salient, which was crowded by the men of the Light Division, and on the gaps through the inner parapet of the Redan, and our men, with an infatuation which all officers deplore, but cannot always remedy on such occasions, began to return the fire of the enemy without advancing or crossing behind the traverses, loaded and fired as quickly as they could, but did but little execution, as the Russians were well covered by the breastwork. There were also groups of Russian riflemen behind the 4th or rear traverses near the base of the Redan, who kept up a galling fire on our men. As the alarm of an assault, was spread the enemy came rushing up from the barracks in rear of the Redan, and increased the force and intensity of their fire, whilst our soldiers dropped fast and encouraged the Russians by their impolitic use of the weakness of their fastidious, from which the enemy were well protected. In vain the officers, by voice and act, by example and daring, tried to urge our soldiers on. They had an impression that the Redan was all mined, and that if they advanced they would all be *blown up, but many of them acted as* became the men of Alma and Inkermann, and, rushing to the front, were *swept* down by the enemy's fire. The officers fell on all sides, singled out for the enemy's fire by their courage. The men of the different regiments became mingled together in inextricable confusion. The 19th men did not care for the orders of the officers of the 90th, nor did the soldiers of the 21st heed the commands of an officer who did not belong to his regiment. The officers could not find their men, the men had lost sight of their own officers. All the Brigadiers, save Col. WINDHAM, were wounded or rendered unfit for the guidance of the attack. That gallant officer did all that man could do to form his men for the attack, and to lead them against the enemy. Proceeding from traverse to traverse, he cowed the men to come out, and succeeded several times in forming a few of them, but they melted away as fast as he laid hold of them, and either fell in their little ranks or retired to cover to keep up their fusillade. Many of them crowded to lower parts of the inner parapet and kept up a smart fire on the enemy, but nothing would induce them to come out into the *open space and charge the breastwork.* This was all going on at the proper left face of the Redan, while nearly the same scene was being repeated at the apex. Every moment our men were diminishing in numbers, while the Russians came up in swarms from the town, and rushed down from the Malakoff, which had now been occupied by the French. Thrice did Col. WINDHAM send officers to *Sir E. COMBERMERE*, who was in the fifth parallel, begging of him to send up supports in some order of formation; but all these these officers were wounded as they passed from the ditch of the Redan to the rear, and the Colonel's own side-de-camp, Lieut. SWIRE, of the 17th, a gallant young officer, was hit dangerously in the hip, as he went on his perilous errand. Supports were, indeed, sent up, but they came up in disorder from the fire to which they were exposed on their way, and arrived in dribblets only to increase the confusion and the carnage. Finding that he could not collect any men on the left face, Col. WINDHAM passed through one of the cuts of the inner parapet, and walked over to the right face at the distance of thirty yards from the Russian breastwork, to which he moved in a parallel line, exposed to a slow fire, but, wonderful to say, without being touched. When he got to the right face he found that it was in the same state of things as that which existed at the left. The men were behind the traverses, firing away at the Russians, or blazing at them from the broken parts of the front, and the soldiers who came down from the salient in front only got behind these works for cover, while they loaded and fired at the enemy. The colonel got some riflemen and a few men of the 88th together, but no sooner had he brought them out than they were killed, wounded, or dispersed by a concentrated fire. The officers, with the noblest devotion, aided Col. WINDHAM, and became the special marks of the enemy's riflemen. The narrow neck of the salient was too close to allow of any formation, and the more the men crowded into it the more they got out of order, and the more they suffered from the enemy's fire. A miserable work lasted for an hour. The Russians were now in dense masses behind the breastwork, and Col. WINDHAM walked back again across the open space to the left, to make one more attempt to retrieve the day. The men on the parapet of the salient, who were firing at the Russians sent their shot about him, and the latter, who were pouring volley after volley on all points of the head of the work, likewise directed their muskets against him, but he passed through this cross fire in safety, and got within the inner parapet on the left, where the men were becoming thinner and thinner. A Russian officer now stepped over the breastwork, and tore down a gabion with his own hands; it was to make room for a field-piece. Colonel WINDHAM exclaimed to several soldiers who were firing over the parapet. "Well, as you are so fond of firing, why don't you shoot that Russian?" They fired a volley and missed him, and soon afterwards the field-piece began to play on the head of the salient with grape. Colonel WINDHAM saw there was no time to be lost. He had sent three officers for reinforcements, and, above all, for men in formation, and he now resolved to go to General CODRINGTON himself. Seeing Captain CHERLOCK, of the 90th, near him busy in encouraging his men, and exerting himself with great courage and energy to get them into order, he said, "I must go to the General for supports. Now mind, let it be known, in case I am killed, why I went away." He crossed the parapet and ditch, and succeeded in gaining the fifth parallel through a storm of grape and rifle bullets. In the trenches, Sir EDWARD CODRINGTON asked him if he thought he really *could do anything with such supports as he* could afford, and said he might take the Royals, who were then in the parallel. "Let the officers come out in front—let us advance in order, and if the men keep their formation the Redan is ours," was the Colonel's reply; but he spoke too late—for at that very moment our men were seen leaping down into the ditch, or running down the parapet of the salient, and through the embrasures out of the work into the ditch, while the Russians followed them with the bayonet and with heavy musketry, and even threw stones and

[illegible] of dead, where the ground looks full enough of the [illegible] to cover it. Next to that in horror is the hospital of the Light Division, to the right of the Woronzoff road, and [illegible] to the left from that to the Inkerman ravine. The sick and wounded [illegible] of the Guards, 2d and 3d Divisions, and Artillery, are [illegible] in this direction. Then, in the valley [illegible] the Woronzoff road, and [illegible] the Inkerman ravine, are the hospitals of the Second Division, and [illegible] of the Fourth Division. Then, on the [illegible] of the Inkerman ravine, are those of the Light Division, and [illegible] of the Second Division. Then, on the [illegible] of the Inkerman ravine, are those of the Light Division, and [illegible] of the Second Division. Then, on the [illegible] of the Inkerman ravine, are those of the Light Division, and [illegible] of the Second Division.

[illegible] Sept. 13.—As the Russian steamers [illegible] still intent, notwithstanding the efforts of the French battery at the head of the roads near Inkerman, to [illegible] them up, it was resolved to construct a battery on the ruins of Fort Paul, within seven hundred yards of the northern shore, under which they had taken refuge. The steamers lay in three [illegible] close to the eastward of Fort Catherine, where the deep creeks in the high cliffs gave them some sort of shelter against the fire of the French. There they were [illegible] of much mischief and injury to the Allies during the battle of Inkerman, down to this date. There was the famous *Vladimir*, with her two large funnels and elegant clipper hull; the *Mikhail*, a fine steamer, which made the celebrated dash into the Black Sea through all our fleet, last year, and burned some Turkish vessels, near Eupatoria, just as the Wladimir was soon in Odessa harbor, in the month of July, 1854; there was the *Grand-monarch*, which had caused such amusement from the Dockyard Creek, and there were five others with hard, and as yet, unknown names, as certainly deserving as the water or though no eager eyes were watching from every battery to lay a gun upon them. A number of very capacious dockyard lighters and sow-boats were also secured in these creeks, or hung on by the steamers. In the course of the afternoon of the 11th, (Tuesday,) some of the Russian guns in the [illegible] battery below the Redan were turned on these steamers, and in a few rounds, one more than twelve, I think, succeeded in hulling them eight times. The range was, however, rather great, and it became expedient to move a little nearer, in order to afford them the full advantage of our shot and shell. On Tuesday evening, when Lieutenant Gowen, of the *Leander*, who commanded in the naval batteries on the left attack, came down with his men, he was ordered to take his relief over to the right attack, and to accompany Lieutenant Armstrong, R. E., down to the town, in order to erect a battery for two 68 cwt. guns on the right of St. Paul's Battery. The site of this battery was about 700 yards from Fort Catherine, on the opposite side. The town, although deprived of the quiet night and unquiet hours they anticipated, set to work with a will, and began throwing up the parapet. Biling gabions, and as it was possible that some interruption of the work might take place from the other side, a covering party of 100 men was ordered down from the trenches. There were French sentries in charge of this portion of the place, and the little party found that their allies were on the qui vive, and were keeping a sharp look-out on all sides. The men had been working some time when it was observed that one of the steamers nearest had left the north side, and was slowly and noiselessly dropping down on the very spot where the sailors and the covering party were at their labors. The night was dark but they could clearly make out the steamer edging down upon them, and coming closer and closer. Every moment they expected her guns to open on them with grape and canister. Those in the battery lay down on their faces, and kept as near to the ground as they could, and the steamer came over gently till she was within about 100 yards of the very spot where they had been working. They heard her anchor splash into the water, and then the rattle of her cable as it ran through the hawse-hole. Now, certainly, they were "going in to cut it;" but, no, the Russian opened no port and showed no light, but seemed to be making himself comfortable in his new quarters. Captain Villiers, of the 47th, who commanded all the covering party, ordered his men to observe the utmost silence, and the same injunction was given to the seamen. About 2 o'clock in the morning, when she had been an hour or so in her novel berth, a bright light was perceived in her fore hatchway. The leading steamer on the opposite side lit a second afterwards exhibited gleams of equal brightness; and then one! two! three! four! five!—as the flash from signal guns (the watching officers, with one exception, omitted lots of the flame by their haste). The last each became columns of flame and smoke, the wind blew fresh and strong and the night was dark, so that the fire spread with rapid sway along the vessels and soon lighted, speedily kicked and wreathed into a fiery glow, and the rigging burst out into fitful wavering lines of light, struggling with the wind for life; the yards shed timbers showers of sparks and burning splinters upon the water. The western words could be readily traced by the light of the conflagration, and the faces of the Russian soldiers and sailors who were stationed about on the face of the cliff above, out now and then and showed themselves. The work of destruction sped rapidly. The steamer was next mentioned that began of blinding light, which hissed and smoked fiercely, and threw up clouds of sparks and embers, and then guns, as they became hot, exploded, and shook the crazy hulls to atoms. One after another they went down into the seething waters. The cavalry out on the plains wondered what great conflagration had broken out anew in the town. At daybreak only one steamer remained. A boat pushed alongside her from the shore. They boarded her and after remaining below about ten minutes, returned to their boat and regained the shore. Very speedily the vessel began to be seized with a sort of internal convulsion—fire she dipped her bows, then her stern; then gave a few uneasy shakes, and at length, after a short shiver, went down badly, cleverly scuttled. Thus was Sinope avenged. Of the men who planned, the sailors who executed, and the ships which were engaged in that memorable expedition, scarcely one trace now remains. *Kornileff, Nachimoff, Istomnine*, and their crews have disappeared; their vessels now rest at the bottom of the roadstead of Sebastopol. The Russians prefer being agents of their own destruction, and did not give the conqueror a chance of parading the fruits of his victory. We cannot delight the good people of Plymouth or Portsmouth by the sight of Russian liners or steamers. We can only drive the enemy to the option of destroying or of doing the work for him, and he invariably prefers the former. The Russians are fortifying themselves on the north side. The French are gone towards Balder. Our naval brigade, after long, brilliant and ill-requited services, is to be broken up at once.

THE ANGLO-FRENCH COMMISSION.

FRIDAY, Sept. 14.—The silence in camp is almost alarming; were it not for a gun now and then between the town and the north side, and across the Tchernaya, it would be appalling. There is an English-French commission sitting in the town. Col. Windham is commandant of the British portion of it. The Third Bush have received orders to occupy it, and the French garrison is strengthened. The enemy work all day at new batteries. The Guards are to make roads between Balaklava and the camp. The army works' corps, like all bodies of men who come out from England to this climate, have suffered severely from disease and death, and up to the present time not less than sixteen per cent of the navvies and artificers have died from different forms of malady. One ship which sailed some time ago from home with a considerable number of them, has not yet reached Balaklava, though she is considerably beyond her time. The corps, at present here does not exceed 540 efficient men, and they are principally employed in breathing and repairing the railway, which is a vital and all-important work.

SATURDAY, Sept. 15—10 A. M.—No news. The Russians still fortifying the north side.

Another Slave Case in Boston—Escape of the Fugitive.

From the Boston Traveller, Oct. 10.

On or about the 20th September last, the schooner *Matilda*, of Bangor, Me., Capt. Mason, lay in the port of Jacksonville, Fla., loading white pine lumber for Boston. The mate of the schooner, one Dan of Augusta, enticed a colored man, a slave, on board, on promise of securing his freedom, and hid him in the hold. When the craft was four days out, the fugitive was discovered by one of the crew, and notice given to the master. With a humanity in the highest degree creditable, Capt. Mason kindly treated the slave, and allowed him every liberty on board his vessel.

In the meantime, the owner of the "chattel," missing his property, and supposing he had departed in the *Matilda*, sent either word or an agent to this city, to secure the fugitive upon his arrival. Application was made to the requisite quarter, and a writ for the arrest secured. Constable George F. Doggett, stationed at the United States Court-House, who had in possession of the document, and accepted to fulfill its requirements. During the latter part of last week, he was diligently seeking out the vessel, but it had not then arrived. Ex-Constable Asa O. Buzman, now of the Custom-House, (somewhat known to fame of a questionable character,) exhibited his old scent for this kind of business, by voluntarily proceeding to Charlestown, supposing the vessel might possibly put in there.

On Saturday morning, however, the *Matilda* arrived, and proceeded to a wharf just above the North free bridge, on the South Boston side of the stream, and began to discharge. Here the mate, either from fright at the escape into which he had got, or from the base motive of receiving a reward for the return of the fugitive, told the man if he went on shore he would be arrested and sent back to his master, and otherwise brutally treated him. The poor fellow, not daring to do otherwise, accordingly remained on board till yesterday morning. Information of his presence coming to the ears of some of the Anti-Slavery friends, a writ of habeas corpus was obtained from the Supreme Court, and placed in the custody of Deputy Sheriff Lyon. Proceeding to the vessel, the officer could find nothing of the slave, and was told coolly by the mate that he was "gone." He exhibited likewise a great disinclination to give any information which could put the fugitive on the scent.

The friends of the fugitive were not to be disappointed thus, and in casting about, a hatless and shoeless colored man, in a plantation suit, was found on board the schooner *Gazelle*, also of Bangor, lying near by bound for Jacksonville, and about ready to sail. It was apparent that this was the man for whom they were looking, who had been put on board the returning vessel, in fear of trouble from larger keeping him on board the *Matilda*. As the party, with the officer, were proceeding to the *Gazelle*, the crew of the *Matilda* mysteriously deserted, leaving the vessel in custody of a boy only—seemingly, as though they were afraid they would be arrested for restraining the man of his liberty.

The fugitive not waiting for a very pressing invitation to leave, jumped from the vessel, and was speedily placed in a carriage with some of his friends, and every means elapsed was beyond the reach of any pursuers.

Arrangements had been fully made, in case of any resistance, or claims by the National officers, to put in operation the machinations of the Personal Liberty and of the last resource, but the means of rescue, as appeared, rather than necessary.

The Captain of the *Matilda* does not seem to have done much a second time her arrival, and during the whole trip is represented by the slave to have been very kind to him.

This morning, return was made to the writ of habeas corpus, by Sheriff Tukey, to the effect that, on application of the fugitive to have the man "produced in the body" before the Court, could not be complied with.

MUNICIPAL.

Proceedings of the Common Council.

OCTOBER SESSION.

SPECIAL REPORT ON THE "JOSEPH WALKER."

BRIGGS ON MATSELL.

The Chief not yet Removed.

BRIGGS LAID ON THE TABLE.

THE ALDERMEN.

The Aldermen last evening were uncommonly spicy. Mr. Ely, as Chairman of the Special Committee appointed to investigate the *Joseph Walker* matter, in which Mayor Wood figured conspicuously, presented the Report of the Committee. We give it in full.

Mr. Briggs was on hand, after Matsell with a sharp thorn, but failed to inflict a wound, because the Board wouldn't accept his document. The Alderman was ignominiously laid upon the table, and the Chief's head yet remains uncovered from his body. Howard and Kelly were severe upon Briggs. Briggs took it philosophically.

THE "JOSEPH WALKER" MATTER—REPORT OF THE SPECIAL COMMITTEE.

At the opening of the Board, Mr. Ely desired permission to present the Report of the Special Committee on the *Joseph Walker*. Several Aldermen jumped to their feet.

Mr. Howard moved that the order of business be suspended.

Mr. Herrick seconded the motion. Carried.

The Report was read as follows:

The Special Committee to whom was referred the annexed preamble and resolution and the accompanying papers in relation to the ship *Joseph Walker*, respectfully

REPORT:

That in their investigation they have taken testimony which is hereto annexed, and which they present as a part of their report.

Your Committee, in order to convey a clear view of this subject, and that the act of certain officials may be duly appreciated, make the following concise statement:

The ship *Joseph Walker*, partially laden with flour, grain, &c., sunk in the slip, between Piers Nos. 28 and 30, East River, in about 30 feet depth of water, on the 27th day of December, 1853.

This entire ship is private property.

His Honor, the Mayor, testified before the Committee: "In April, I received a memorial from many eminent merchants doing business in the vicinity, asking to have her removed, stating that she was a nuisance, and prejudicial to the health of the neighborhood."

Most unfortunately the memorial is not to be found, nor can your Committee find any "Eminent Merchants" as any person who ever signed such a memorial.

The Committee addressed a note to the Mayor, asking for this memorial, who received, instead thereof, an affidavit from Alexander Ming, the Mayor's Clerk, stating that such a memorial had been presented at the Mayor's office, and which had been misplaced or lost, and could not be found.

The affidavit is hereto annexed, marked E.

In this connection your attention is drawn to the annexed testimony of merchants who transact business in the immediate vicinity and directly in front of the ship in which this ship lay:

The Mayor further testifies:

"I then presumed that it was necessary for me to take some action, and accordingly sent for Mr. Flagg, and he said that the ship ought to be taken out and that I was the proper person to order it to be done. I wrote to Mr. Furey, and he replied as I have transmitted to your Board.

I had another interview with Mr. Flagg, and he again told me I ought to have the vessel removed. I then felt myself authorized to take the vessel out, and wrote to several parties, asking the probable cost and price of doing it."

On this point the following testimony was elicited from Mr. Flagg, the Comptroller:

Question by the Committee—Did you tell the Mayor that he was the proper person to do it, and that he ought to do it and had the power to do it? *Answer*.—I do not recollect ever having said so to him; I think I told him it was very desirable to have it removed.

Q.—Did you tell him he had better do it? A.—I don't recollect ever telling him so!

Q.—Ought not the owners to have been directed first to remove her. A.—I think so, and I understood that the Underwriters were endeavoring to have it done.

On the 26th of April, 1855, the Mayor addressed a letter, hereto annexed, marked A, to Walter B. Jones, as to the cost of removing this wreck. On the 27th day of April Mr. Jones replies with an estimate in detail, amounting to $13,000, marked B. Mr. Jones, in a supplementary and explanatory letter of the same date, marked C, says:

OFFICE OF WALTER B. JONES,
Insurance Broker, No 90 Wall street,
New York, April 27, 1855.

Hon. Fernando Wood, Mayor of the City of New-York—*Dear Sir*: In addition to my proposition of even date herewith in reference to the raising and removal of the ship *Joseph Walker*, any and all rights which the City authorities may have, under the statutes of this State, to reimburse themselves, out of the estate of removal of said ship and cargo, to be, as to said ship and cargo, waived, and that the claim or claims, under the laws of this State, on the part of the City, against the owner or owners of said ship and cargo, or any part thereof, is to be duly set over and assigned to me, the same to be for my sole use, benefit and profit.

Truly yours,
WALTER B. JONES

On the 28th day of April the Mayor writes to Mr. Jones, marked D:

MAYOR'S OFFICE, New York, April 28, 1855.

W. B. Jones, Esq.: *Dear Sir*: Your favor 26th inst. is received. I accept your proposition to undertake the wreck of the ship *Joseph Walker*, for thirteen thousand dollars, payments to be made as desired, provided satisfactory bonds be given by you.

Very respectfully, FERNANDO WOOD.

You will please commence operations at once, and for that purpose hereby is authorized to remove any and all obstructions which may offer to prevent.

The favor of Jones is dated the 27th.

From this it will be seen that the bargain was closed by the Mayor on the 28th day of April.

On the 8th day of May, (seven days thereafter,) a meeting of the Commissioners of Health was held at the Mayor's Office, and the following is a certified copy of their proceedings:

At a meeting of the Commissioners of Health, held at the Mayor's Office, May 8, 1855. Present—Hon. Fernando Wood, Mayor; Dr. Wm. Rockwell, Resident Physician; Dr. Jedediah Miller, Health Commissioner; Thomas K. Downing, City Inspector; the following preamble and resolution was offered, and adopted, viz:

Whereas, The carrion remaining in the ship *Joseph Walker*, now sunk at foot of Dover-street, is made up of vegetable substances, now in a state of decomposition, and whereas, upon the approach of warm weather, it will become extremely offensive and injurious to the public health, and should be removed before the Summer sets in; it is therefore

Resolved, That the Mayor, as President of this Board, be authorized to proceed at once to the removal of said vessel and cargo, without further notice to the owners thereof, and that the Health Commissioner and Comptroller

Adjourned. WM. ROCKWELL, Secretary.

Geo. F. Cooke, Clerk.

Extract from the minutes.

These Commissioners only, to wit: Dr. Rockwell, Resident Physician; Dr. Miller, Health Commissioner; Dr. Downing, City Inspector; and the Mayor being present.

Mr. Barker, President of the Board of Aldermen, Mr. Conover, President of the Board of Councilmen, and Dr. Thompson, Health Officer, were not present, although Commissioners of Health. Mr. Barker and Mr. Conover testified that they had no knowledge of the meeting.

New-York Daily Times, Friday, October 19 1855.

PUBLIC MEETINGS.

MECHANICS' LIBRARY—Lectures on literary subjects, sciences and arts will be delivered on the above evening by Mr. OSGANYON. Admission will be obtained on the above evening by Mr. OSGANYON, of Connecticut. Admission will be obtained at the Mercantile Library Rooms, and at the door. A course of lectures will be delivered on the above evening by Mr. OSGANYON, of Connecticut. Admission will be obtained at the Mercantile Library Rooms, and at the door. A course of lectures will be delivered on the above evening by Mr. OSGANYON, of Connecticut. Admission will be obtained at the Mercantile Library Rooms, and at the door. A course of lectures will be delivered on the above evening by Mr. OSGANYON, of Connecticut. Admission will be obtained at the Mercantile Library Rooms, and at the door.

A CONCERT will be given at the Academy of Music, on Thursday evening, by the celebrated Hungarian violinist, Mr. EDWARD REMENYI, assisted by Mr. CARL ROSA, the eminent violoncellist, and Mr. ALFRED JAELL, the distinguished pianist. Tickets for sale at the Academy of Music, and at the usual places.

A LECTURE will be delivered this evening, at Clinton Hall, by Mr. HENRY WARD BEECHER, on "Popular Amusements." Admission 25 cents.

A LECTURE will be delivered this evening, at the Cooper Institute, by Mr. GEORGE WILLIAM CURTIS, on "Orators and Oratory

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AUCTION SALES.

AUCTION SALES.

BY SIMEON DRAPER—Office, No 2 Pine-st., cor. Broad.—WILLIAMSBURGH, Oct. 11, at 12½ o'clock, at the Merchants' Exchange.
2,000 shares Union Mining Company, $5 each.
$12,000 seven per cent second mortgage bonds of the Ohio and Mississippi Railroad Company, due 1860, interest April 1 and Oct. 1, in New-York $1,000 each.
$50,000 seven per cent first mortgage convertible Bonds of the Lake Erie, Wabash and St. Louis Railroad Company, due 1865; interest payable Feb 1 and Aug. 1, in New-York. $1,000 each.
$20,000 eight per cent second mortgage Bonds of the Terre Haute and Alton Railroad Co., due 1870, interest payable New-York 1st and Aug. 1, in New-York. $1,000 each.
75 shares Toledo and Illinois Railroad Co. $100 each.

ALBERT H. NICOLAY—Auctioneer.
ASSIGNEE'S SALE OF ELEGANT DIAMOND JEWELRY, GOLD AND SILVER WATCHES, GOLD PENS, &c. &c.—ALBERT H. NICOLAY will sell on FRIDAY, Oct. 12, at 11 o'clock at sales rooms No. 11 Broadway, an assortment of elegant diamond jewelry, &c., &c., consisting of gold and silver watches in plain and hunting cases, by Breton, Pierce, Boutet, Tobias, Cooper, Atkins and other celebrated makers; enamel, diamond, cameo of bracelet, pins and earrings, cluster and single stone pins and rings in solid gold mountings; Mosaic and gold stone sets, Mosaic studs and sleeve buttons, bracelets, pins, earrings, vest and guard chains, seal rings and keys, gold pens &c., &c. &c. Sale positive, and to be sold without reservation, by order of the assignee.

J. I. VANDEWATER, Auctioneer.
THIS DAY—FRIDAY, Oct. 12, at 10½ o'clock, at the Salesroom No. 13 Maiden Lane, LARGE AND PEREMPTORY SALE OF GOLD AND SILVER WATCHES, DIAMOND JEWELRY, &c.—Being the stock of a Broadway dealer and importer, sold by the order of assignee, and removed to salesroom for convenience of sale. Among the assortment are very valuable ladies' and gents' double and single case gold watches, levers and others of the best movements; single and clustered brilliants, and costly fine gold elaborate jewelry of all sorts

J. BOGART, Auctioneer.
BY S. BOGART—THIS DAY, at 12½ o'clock, at the Auction rooms, cor. Frankfort and William-sts, near Tammany Hall, storage and large assortment of household furniture, splendid gas chandeliers, large lot of second hand Brussels 5-ply and Ingrain carpets, sofas, tables, chairs, dressing bureaus, large lot of cooking utensils, crockery, oil cloth, &c, &c.

CINCINNATI.—HEWSON & HOLMES, Auctioneers and Stock Brokers, have regular sales of Stocks, Bonds and other securities, every WEDNESDAY and SATURDAY, at 12 o'clock, at the Merchants' Exchange. And, if required, SPECIAL SALES on MONDAY and THURSDAY and FRIDAY. Office, No 81 and 83 Walnut-st, where they offer, at private sale, a great variety of State, County, City and Railroad Bonds and Stocks, Negotiable Loans, Notes, Bills of Exchange, and Collect Dividends. Logotios. Debts &c. &c. References—Ohio Life Insurance and Trust Company Bank

MEDICAL.

THE GREATEST MEDICAL DISCOVERY OF THE AGE.—Mr. KENNEDY, of Roxbury, has discovered in one of our common pasture weeds, a remedy that cures every kind of humor, from the worst Scrofula down to a common Pimple.
He has tried it in over 1,100 cases, and never failed, except in two cases, both thunder humor. He has now in his possession over 200 certificates of its value, all within 20 miles of Boston.
Two bottles are warranted to cure a nursing sore mouth.
One to three bottles will cure the worst kind of pimples on the face.
Two to three bottles will clear the system of boils.
Two bottles are warranted to cure the worst cankers in the mouth or stomach.
Three to five bottles are warranted to cure the worst case of erysipelas.
One to two bottles are warranted to cure all humor in the eyes.
Two bottles are warrante to cure running of the eyes and blotches among the hair.
Four to six bottles are warranted to cure corrupt and running ulcers.
One bottle will cure scaly eruption of the skin.
Two to three bottles are warranted to cure the worst case of ringworm.
Two to three bottles are warranted to cure the most desperate case of rheumatism.
Three to four bottles are warranted to cure the salt rheum.
Five to eight bottles will cure the worst case of scrofula.
A benefit is always experienced from the first bottle, and a perfect cure is warranted when the above quantity is taken.
Reader, I peddled over a thousand bottles of this in the vicinity of Boston. I know the effects of it in every case, and can warrant it will extinguish fire, or cure will this cure humor. I never sold a bottle of it but that sold another, after a trial, it always speaks for itself. There are two things about this herb that appears to me surprising—first, that it grown in our pastures, in some places quite plentiful, and yet its value has never been known until I discovered it in 1846; second, that it should cure all kinds of humor.
In order to give some idea of the sudden rise and great popularity of the discovery, I will state that in April, 1853, I peddled it and sold about six bottles per day. In April, 1854, I sold over a thousand bottles per day.
No change of diet ever necessary—eat the best you can get, and enough of it.
DIRECTIONS FOR USE.—Adults, one table spoonful per day; children over 8 years, dessert spoonful; children from 4 to 8 years, tea spoonful. As no direction can be applicable to all constitutions, take sufficient to operate on the bowels twice a day.
Mr. KENNEDY gives personal attendance in bad cases of scrofula.
Manufactured by DONALD KENNEDY, No. 120 Warren-st, Roxbury, Mass. Price $1.

MARSH, ORVIS & CO., No 198 Greenwich-st., BOYD & FOX, Chatham-st., WILLIAMS & CO., Fulton-st.; MCKESSON, ROBBINS & CO., No 91 Maiden-lane; HAVILAND, HERNELL & RISLEY, Walton-st.; WARD, CLOSE & CO., Maiden-lane; and retailed by all respectable Druggists.
Wholesale agents for New-York: CHAS. H. RING, No 199 Broadway; C. W. CLICKENER, No. 61 Barclay-st; A. B. & D. SANDS, No. 47 Fulton-st., and retailed by all respectable Druggists. Also by Mrs. HAYES, No. 175 Fulton-st., Brooklyn.

TRIESEMAR—THE GREAT EUROPEAN DISCOVERY—Protected by Royal Letters Patent of England, and secured by the seals of the Ecole de Pharmacie de Paris, and the Imperial College of Medicine, Vienna.
TRIESEMAR No. 1.—Is the remedy for general and local debility, loss of virile power, premature decay, and all the distressing consequences arising from early abuse, &c. Its effects are efficacious in youth, manhood and old age; the virile powers would not become impaired, even in the decline of life, if the Triesemar were universally adopted; all physical impediments vanish like a magic before its influence, thus rendering its use invaluable to those entering the marriage state.
TRIESEMAR No. 2—Completely and entirely eradicates all traces of those disorders which copaiba and cubebs have so long been thought an antidote for, to the ruin of the health of a vast portion of the population.
TRIESEMAR No. 3—Is the great European remedy for that class of disorders which, unfortunately the English Physician treats with mercury to the inevitable destruction of the patient's constitution, and which all the Sarsaparilla in the world cannot remove
TRIESEMAR No. 1, 2 and 3, are alike devoid of taste or smell, and all nauseating qualities. They may lay on the toilet table without their use being detected.
Sold in the cases at $3 each, divided into separate doses, as administered by Valpeau, Lallemand, Roux, &c.
To be had wholesale and retail of Mr. H. A. BARROW, No. 21 Greene-st., near Canal, New-York, specially appointed by the Proprietor and Patentee as agent for the United States, and every other part of America. Immediately on receiving a remittance Mr. Barrow will forward the Triesemar to any part of the world, securely packed, and with printed directions how to use it, post paid.

Sold also by W. B. ZIEBER, No. 44 South 3d-st., below Chestnut, Philadelphia.
Retail Agents required. Terms cash.

SPECIAL MEDICAL NOTICE.—No 880 Houston-st, second door west of Broadway, New-York.—Z. C. JOHNSON, Physician and Surgeon, would inform his old patrons and the public that he is reestablished at this office, and while at all times he is prepared to treat successfully all forms of disease, he would call their attention to the treatment of those diseases of the most malignant character. Dr. J. deems it unnecessary to speak of his professional qualifications, being long known as a graduate of the Pennsylvania University, a member of the State Medical Society of Massachusetts, and at one time a lecturer upon ulcerated diseases of the Massachusetts Hospital, Boston; also, a practitioner of this City. Ladies can consult the Doctor confidentially, or Mrs. CROCKER, whose superior knowledge and experience stamps her first in the treatment of all diseases peculiar to females. Dr. JOHNSON has a reliable, never failing, invaluable remedy for special irregularities, and other diseases to which females are so frequently liable from exposure and neglect. Patients of both sexes desiring medical or surgical advice consult Dr. J or Mrs C., being assured of the most strict confidence either in person or by mail.
Office open all of the day and evening.

MEDICAL ADVISER AND MARRIAGE GUIDE.—Eleventh edition, cloth, 345 pages, 75 colored engravings, representing all the diseases of the genital organs of the male and female, with the latest discoveries in reproduction. The afflicted should use no remedies before learning from this valuable work the superiority of the author's Paris and London treatment of private diseases. Both married and single should consult it. Sold at No. 291 Broadway, and mailed free for $1, by the author, M. LAMONT, Physician and Surgeon, No. 61 Beekman-st., corner of Broadway, where he cures all those diseases, from 11 A. M. till 2 P. M., and 6 to 9 in the evening. Sundays excepted. Address Box No. 844 New-York Post Office. We concur with the above physician in recommending Dr. LAMONT to all afflicted.—Courrier des Etats Unis, Staats Zeitung, Demorest, Day-Book, Courier, Dispatch and New-Brunswick Times.

PRIVATE CONSULTATIONS.—DR. WATSON confines his practice to one class of disease, in which he has treated more than twenty thousand cases without one instance of failure. The remedies are mild, and do not keep the patient from business, or expose him to detection, while in most recent cases there is a cure in twenty-four hours. Dr. WATSON desires to state that, as many have been deceived by the promises of certain charlatans, and been injured by drugs, patients are respectfully invited to call, in the first place, as there is no charge for consultations. W. WATSON, M. D.,
Many years Surgeon to the Lock Hospital; Author of "The Cause and Cure;" numerous plates, 41 Office No. 60 Walker-st, near Broadway.

DR. HUNTER, No. 5 Division-st., New-York, so long and favorably known to the public, may be consulted at his old established office, where he has practiced in one branch of medicine for the last 26 years, and made more cures than any other man in the City, in many instances of persons considered incurable, some of which he has permission to refer to as heretofore. Charges moderate, and in all cases a cure guaranteed. Caution.—My great remedy, Hunter's Red Drop, that cures certain diseases without drying its poison in the blood, can only be had as above. Price $1. Call and get the Monitor of Health.

DR. RALPH'S PRACTICAL PRIVATE TREATISE—16th ed., 248 pp., with plates. The most clear and practical information is given on every form of these diseases—invaluable to every one in many contexts, and constituting a perfect safeguard against quackery.
Price $1. Sold at No. 131 Nassau, No. 2 Vesey-st., (Astor House,) and by the Author.
Dr. RALPH is consulted, especially on the more severe or chronic cases, at his Offices, No. 663 Houston-st., near Wooster, between the hours of 9 to 12 A. M. and 6 to 9 P. M. Sunday excepted.

CAMPHORATED TRANSPARENT STRENGTHENING PLASTER, SPREAD ON CANTON FLANNEL.—Judge BIRDSALL, of the Marine Court, was confined to his room for seven weeks with neuralgia Rheumatism; medical aid failed to relieve him; he applied one above plaster and it gave him instant relief, so that he went about his business, and a cure was soon effected. There is nothing equal to these plasters for rheumatism, pains, bruises, weak lungs &c. Made by R. B. NEWMANN, M. D., No. 303 Hudson-st., a physician of over twenty years' practice. Price only 12½ cents.

MEDICAL.

DR. JOHN WILLIAMS, VETERINARY SURGEON, respectfully informs his friends and the public that he continues practising successfully on the different diseases incident to that noble animal, the HORSE, at the sign of the Golden Horse, No. 131 Chrystie-st., where he has been for the last 20 years receiving from 600 to 1,000 Horses annually. Dr Williams' experience in curing Horses for soundness favors neither party

A SURE CURE FOR DYSPEPSIA ONLY.—CHICHESTER'S DYSPEPSIA SPECIFIC for sale by CABLE & STRONG (late Sands), No. 152 Water-st., New-York; and Fitz HAYES' No. 1178 Fulton-st., Brooklyn. Depot at No. 82 Fulton-st., New-York, corner Clift-st. It cures hundreds, and is made from vegetables. Call and see the certificates from those whom it has cured.

IMPORTANT TO LADIES.—Ladies can obtain the most skillful medical assistance by addressing or calling upon DR. HATCH, Professor of Midwifery and Diseases of Women, No. 560 Broadway, New York.

DR. CORBETT—No. 19 Duane-st., may be consulted with confidence on diseases. Twenty-three years in one specialty in the profession enables him to guarantee speedy and permanent cures. His method for treatment is the same as that practiced by the great Ricord, of Paris, and all cases undertaken treated with the greatest candor. N. B.—Dr C is a member of the New-York University. See his diploma in his office.

DR. DEVERE'S CELEBRATED REMEDIES.—As given in his prescriptions, together with a tract describing them explicitly every symptom of the two complaints, and the shortest possible way of curing them, are all that are required in private diseases. Price $1 each and sent enclosed in a letter, as directed. Address Dr. DEVERE, Box No 2 659 Post Office.

NO CHARGE UNLESS CURED.—Dr JOHNSON, No. 16 Duane-st. (Chatham Bank Building), may be consulted with confidence on all diseases requiring secrecy. His long experience of 24 years in this specialty of the profession enables him to treat successfully those who may have suffered from the malpractices of medical impostures, many of which are to be found in all large cities, but particularly in the City of New-York. Dr. J. being a graduate of the New-York University, guarantees a cure in all cases undertaken. Office open from 9 A. M. to 9 P. M.

MEDICAL OFFICE.—DR. COOPER, No 14 Duane-st., between Chatham and William sts., may be consulted with confidence on all diseases peculiar to every form of disease; even the weakest can take them without fear of discovery. His medicines for nervous debility, after removing the disease, leave the system in as good condition as before the dread malady took up its abode therein. Office hours from 9 o'clock A. M., to 9 o'clock P. M.

LADIES' FRENCH MOXA.—Prepared and patented by DUVAL LARIS for the immediate removal of irregularities of obstructions. Ladies can obtain advice to females on prevention. By its means females can avoid the unpleasantness of consulting a physician. Forwarded to all parts, on receipt of $2, by Dr. PERRY, Agent, No. 87 Franklin st., New-York.

FEVER AND AGUE.
THE MOST RELIABLE PREVENTIVE and cure for this very prevalent complaint, is the PERUVIAN SYRUP, or PROTECTIVE. No persons residing in infected districts should be without it. For sale by A. B. & D. SANDS, Druggists, No 100 Fulton-st., New-York.

DENTISTRY.—ANSON O. STEVENS dentist, in practice in Broadway for the past twelve years, has removed to No 8 East 23d-st., two doors east of Broadway.

IRON, HARDWARE, &c.

THE PEEKSKILL PORTABLE HEATER.—Manufactured at the Peekskill Stove Works and sold by the Proprietor, at No. 235 Water st., is admirably adapted to heating dwellings, stores, halls, &c., wherever a large amount of heat is required. Nothing of the sort has ever been invented which will give as much heat for the amount of space required for its use. STEPHEN BROWN,
No. 235 Water st., New-York.

IRON AND STEEL STORE.—No. 106 Elm st. near Canal.—The proprietor, JAMES SCOTT, has just landed ex Centurion, 50,000 pounds Cast Steel, of all sizes, warranted. Also, an assortment of refined Bars and Horseshoe Iron. The cheapest store in the City.

HUDSON PIG IRON.—No. 1 Extra will mix more Scrap, and is superior for all purposes to Scotch Pig. Other numbers are excellent for foundry, &c. For sale by the Company's agent, JOHN W. QUINCY, 98 William-st.

ADIRONDAC PIG IRON FOR CAR WHEELS, &c.—For sale by Company's agent, JOHN W. QUINCY, No 98 William-st.

CUT NAILS.—A full assortment of "Wewoantic," "Fall River," "Boonton," "Agawam," &c., for sale by WM. B TISDALE, No. 105 Water-st., just below Wall-st

BOILER WANTED—From 60 to 80 horse power. Apply to TUPPER & LEE, No. 268 11th-st

O. AMES & SON'S SHOVELS AND SPADES.—For sale by JOHN W. QUINCY, No. 98 William-st.

OILS AND PAINTS.

OILS, WARRANTED PURE.—For machinery and burning. COBURN'S EXTRA OIL has been in use many years and knows as free from gum, and as giving perfect satisfaction for the machinery. It is durable and will burn finely in all kinds of lamps, and is used by large steamships, ferries, railroads, &c. Barrels 30 to 40 gallons each. Warranted uniformly good, or may be returned at expense of (Coburn's only agent,) JOHN W. QUINCY, No. 98 William-st.

BLAKE'S PATENT FIRE-PROOF PAINT.—The original and only genuine article that can be sold without violating any patent, constantly on hand, both ground in oil and dry powder. At the depot, No 119 Pearl-st., Hanover-square, by the patentee WILLIAM BLAKE.

STEAMBOATS.

1855—DAY BOAT FOR ALBANY—Landing (each way) at Nyack, Grassy Point, West Point, Newburg, Poughkeepsie, Rhinebeck, Catskill, Hudson and Coxsackie. Meals served on board: The favorite steamer ARMENIA, Capt W. B. COCHRAN, will, on TUESDAY, May 1, commence her regular trips to Albany, leaving New-York from foot of Chambers-st. every TUESDAY, THURSDAY and SATURDAY, at 5 o'clock A. M.
N. B.—Baggage not received on the steamer each way, to check baggage free. For particulars inquire at the New-York and Erie Railroad Office, Chambers-st. wharf.

FOR THE SOUTH.

FOR SAVANNAH AND FLORIDA.—United States Mail Line.—The new and elegant steamship ALABAMA, Capt. GEO R. SCHENCK, will leave on SATURDAY, Oct. 13, from Pier No. 4 North River, at 4 o'clock P. M., Bills of Lading signed on board. For freight apply on board, or to
SAMUEL L. MITCHILL, No. 13 Broadway.
N. B.—The cars of the Central Railroad leave Savannah every day for Macon, Columbus, Montgomery, &c., at 5 o'clock P. M., connecting with the great Southern Mail

Steamers leave Savannah for various places in Florida on TUESDAYS, THURSDAYS and SATURDAYS, at 10 A. M.

TO SOUTHERN TRAVELERS.—The United States Mail steamship JAMESTOWN, Capt. PARRISH, will leave Pier No. 13, North River, on SATURDAY, Oct. 13, for Richmond, touching at Old Point Comfort Passengers for the South will proceed via Petersburg without delay, and will arrive in Weldon, Wilmington, &c., as soon, and with as little expense as if they went via Norfolk. They need not apprehend any danger from the fever, as the ship does not go near the infected cities. Passage and fare, state-room included, to Old Point, $8; to Petersburg or Richmond, $10. Steerage passage at low prices. LUDLAM & PLEASANTS, No. 32 Broadway

FOR NEW-ORLEANS, DIRECT.—To leave TUESDAY, Oct. 15, at 5 o'clock P. M., from Pier No. 4 North River. The first class steamship DANIEL WEBSTER, will leave as above. She has excellent state rooms on deck and in saloon
PRICES—Cabin passage in state rooms.....$60
Steerage passage and food found.....25
Freight 30 cents per cubic foot.
All bills of lading to be signed on board. For freight or passage, apply to CHAS. MORGAN, Agent,
No. 2 Bowling-green.

ZINC PAINTS.

ZINC PAINT.—The undersigned, Agents for the sale of White Oxide of Zinc, manufactured by the PENNSYLVANIA AND LEHIGH ZINC COMPANIES, are prepared to receive orders for the same, and would invite the attention of the trade to its evident superiority over others of American manufacture, and the most successful competition with the best of foreign dealers, can with confidence recommend it as containing a body and covering quality this Paint which will be found to recommend itself for purity, great body and uniform whiteness. Prices and terms arranged on the most liberal footing.
JAMES T. LEWIS & CO., No. 62 Water-st.

A NEW THING ENTIRELY.—THE MOST ASTONISHING DISCOVERY OF THE AGE.—BARRELS, FIRKINS, KEGS, AND THE WHOLE COOPERS FAMILY MADE AND FINISHED WITHOUT A DEFECT, AIR-TIGHT, AND SMOOTH ENOUGH TO VARNISH, ENTIRELY BY MACHINERY.—Our Machine, with the tools used to perform the work, is a patent for which we have received the highest medals, and state diplomas, and last, though not least, the first and ONLY premium on keg and barrel machinery, by Jury D, at the Crystal Palace.
It is to the eye a beauty in the bolt, saws the staves, hollowing with the grain, cuts them all of equal length, planes both inside and outside perfectly smooth, tries the quality of the timber, joints them in a perfect manner, giving each stave its proper proportion of bilge, according to its width, so it wide or narrow, bulging, cuts the crozes, turns the head, and prepares the barrel or keg for the final process, in a manner so perfect, complete and well finished that we challenge the world to produce a better Barrel, Firkin or Keg than our Machines make at the rate of three hundred per day, to the single set—to which we invite the particular attention of all who choose to give them an inspection.
We manufacture, with our Machine, articles of the Barrel family, from the smallest White Lead Keg to the largest Cask in general use—all of which can be warranted to hold the most subtle liquids, or be adapted to the packing of dry goods. In fact, the machine cannot make an imperfect article, except the defect is exclusively in the timber.
We have a shop at HIGHLAND, New-York, directly on the line of the New-York and Erie Railroad, and the Hudson and Niagara Falls Railroad, five minutes' walk north of the depot, where any persons who wish can witness the operation of these Machines, and test to their perfect satisfaction every branch of the work. We will find the utmost pleasure in exhibiting to such everything connected with the work.
Persons desirous of purchasing the right and machines for any localities now not occupied, can make early application in relation thereto by enquiring at the office of the said. There are but few of the States remaining unsold; still, applicants will be referred to the present owners, most of whom will, without doubt, hold for disposal desirable locations within their respective Territories. It is conceded by all judges who have examined this Machine, that it accomplishes every thing that has been or can be invented for the same purpose, and must entirely supersede all hand coopering. Staves and bedding ever on hand.
WM. M. DUNNELL,
Eureka Barrel Machine Manufacturing Company
No. 196 Broadway, corner Dey-st.

ENGRAVING AND PRINTING.—The newest and most fashionable styles of cards, neatly engraved and printed. Orders received by mail for cards of every variety of engraving and printing. Specimens sent by mail.
WM. M. DUNNELL,
No. 196 Broadway, corner Dey-st.

CHARLES FULLER'S, Manufacturer of and dealer in Campbell and Burning Fluid and Spirits Turpentine at and 50 per cent Alcohol. No. 104 Greenwich-st., between Chambers and Warren sts., New-York.

RAILROADS.

GREAT CENTRAL ROUTE.
The Through Tickets and Freight Offices of the
GREAT WESTERN RAILWAY,
MICHIGAN CENTRAL RAILROAD,
and their Railroad and Steamboat connections, Chicago, Milwaukie Galena, Burlington, St. Louis, Cairo and all points West and Southwest.
VIA ERIE AND UNION BRIDGE, BUFFALO or OSWEGO
is at No. 126 Broadway, New-York.
DARIUS CLARK, Agent.

AMERICAN LAKE SHORE RAILROAD LINE—COMPOSED OF BUFFALO AND ERIE, CLEVELAND AND TOLEDO RAILROADS.—Connecting with Michigan Southern and Northern Indiana Railroad, the quickest and best route to Chicago, St. Louis, &c. Passengers ticketed to Toledo, Chicago, St. Louis, Rock Island, Cincinnati, Indianapolis, Dayton, Springfield Fort Wayne, Bellefontaine, Findlay, Sandusky, &c.
SPRING ARRANGEMENT—MONDAY, May 7, 1855.
EXPRESS MAIL.—Leaves Buffalo at 7 A. M., Cleveland 3:45 P. M., for Toledo, Chicago, St. Louis, &c., connecting at Toledo with 8:45 P. M. train of M. S. Railroad, reaching Chicago at 8 next morning, connecting with train of Chicago and Mississippi Railroad, reaching St. Louis at 11:30 P. M.
LIGHTNING EXPRESS.—Leaves Buffalo at 10:40 P. M., Cleveland 6:50 P. M., for Toledo, Chicago, Cincinnati, St. Louis, &c., reaching Toledo at 12:30 P. M., Chicago 9 A. M., Cincinnati 7 A. M.
NIGHT EXPRESS.—Leaves Buffalo at 9:30 P. M., Cleveland 6:10 A. M., for Toledo, Chicago, Cincinnati, &c. Passengers by this train reach Toledo at 10:30 A. M., Chicago 1:30 P. M., and Chicago at 8:30 P. M., in season to take the train of Chicago and Mississippi Railroad for Alton, from which point they take steamer reaching St. Louis at 6:45 P. M. on following day; also connecting at Chicago with Galena and Rock Island, Galena and Aurora, Illinois and Wisconsin, and Illinois Central Roads.
ALSO FROM CLEVELAND.
STEAMBOAT EXPRESS.—Leaving on arrival of steamers from Buffalo, at 8:45 A. M., reaching Sandusky at 12:30 A. M., Toledo 3 P. M., Cincinnati 8 P. M., Chicago 9 A. M.
ACCOMMODATION FOR SANDUSKY.—Leaves 4:15 P. M.
NIGHT PASSENGER FOR SANDUSKY.—Leaves 4:30 P. M., reaching Sandusky at 1:30 A. M., Toledo 4:30 A. M., Chicago 9:30 P. M., connecting with Evening Trains for Rock Island, St. Louis, Galena, &c.
Through tickets can be procured at the principal Railroad Ticket offices.
E. S. PHILLIPS, Superintendent.
Office of the Cleveland and Toledo R. R. Co.,
Cleveland, Ohio, May 8, 1855.

NEW ENGLAND ROUTE—To PROVIDENCE, NEW-BEDFORD, TAUNTON, NEW-BEDFORD and PROVIDENCE, HARTFORD and PITTSFIELD RAILROAD.—Express train of Providence, Hartford and Fishkill Railroad leaves Hartford after arrival of express train of New-York and New Haven and New-Haven, Hartford and Springfield Railroads from New-York at 6 o'clock A. M., arriving at Providence at 10:50 A. M., connecting with steamer CANONICUS for Newport and trains for Taunton, New-Bedford, Boston, Worcester, &c.
Returning, leaves Providence at 3:00 A. M., after arrival of steamer from Newport and trains from Taunton, New-Bedford, &c., and reaches Hartford to connect with express train for New-Haven and New-York.
Newport passengers and baggage carried free of charge between each steamer.
Through tickets sold between New-York and Newport, and baggage checked through.
Trains run on Providence, Hartford and Fishkill Railroad, as follows:
Hartford for Providence, at 7 A. M., arriving at 10:50 A. M., connecting with trains for Taunton, New-Bedford, &c.
Providence for Hartford, at 4 P. M., arriving at 7:20 P. M., connecting with express train for New-Haven and New-York.
Waterbury for Hartford, at 7:30 A. M. and 12:20 P. M.
Hartford for Waterbury, at 10:10 A. M. and 4:05 P. M.
For local trains and other connections, see Pathfinder Railway Guide.
Trains of Providence, Hartford and Fishkill Railroad arrive at and leave from same stations at Hartford and Providence as those of roads forming connections mentioned above.
I. W. BACON, Agent, Hartford
I. A. BROOKS, Agent, Providence.

FOR CINCINNATI, LOUISVILLE, COLUMBUS, DAYTON, INDIANAPOLIS, TERRE HAUTE, VINCENNES, EVANSVILLE, FORT WAYNE, &c., VIA CLEVELAND, COLUMBUS AND CINCINNATI RAILROAD.—This route requires no counterfeit maps, false representations, or paid newspaper puffs, or unemployed correspondence to recommend it to the public
THREE TRAINS DAILY, (Sundays excepted,) from the Station of the C. C. & C. Railroad, over the Cleveland, Columbus and Cincinnati Railroad, for Cincinnati, Dayton, Xenia, &c. &c. By the Bellefontaine, Indianapolis Railroad from Galion for Bellefontaine, Indianapolis, Terre Haute, Vincennes, Evansville, Jeffersonville, &c., &c. By the Ohio and Indiana Railroad, from Crestline for Fort Wayne, &c.
TRAINS LEAVE CLEVELAND:
EXPRESS TRAIN at 6:20 A. M., connecting with the Morning Express Train from Buffalo, and the steamers CRESCENT CITY and QUEEN OF THE WEST; reaching Columbus 10:40 A. M., Xenia at 12:40 P. M., Cincinnati at 3:30 P. M., Dayton at 1:56 P. M., Fort Wayne at 6 P. M., Indianapolis at 7 P. M.
AFTERNOON TRAIN at 2:25 connecting with the Day Train from Buffalo and Dunkirk.
NIGHT EXPRESS, 7:15 P. M., connecting with the Day Express from Buffalo and Dunkirk. Reaching Cincinnati at 7 A. M., Xenia at 2:25, Dayton at 5:50, Indianapolis at 10 A. M., Terre Haute at 4 P. M.
This route is much shorter and quicker than any other. Baggage checked from Buffalo and Dunkirk to Cincinnati. For Through Tickets apply on board People's Line Steamers, or at the Ticket Offices of the New-York and Erie, New-York Central and Hudson River Railroads.
WM. C. CLEMENT, Agent, Cleveland.
E. S. FLINT, Supt. C. C. C. & C. R. R.
A. L. HALL, General Eastern Agent.

NEW-YORK AND ERIE RAILROAD.—On and after WEDNESDAY, Sept. 19, 1855, and until further notice, Passenger Trains will leave Pier foot of Duane-st., as follows, viz.:
Night Express, at 6:30 A. M., for Dunkirk.
Buffalo Express, at 6:30 A. M., for Buffalo.
Mail, at 9:30 A. M., for Dunkirk and Buffalo, and intermediate stations. Passengers by this Train will remain over night at Owego, and proceed the next morning.
Day Express, at 2 P. M., for Dunkirk and Buffalo.
Night Express, at 6:30 P. M., for Dunkirk and Buffalo.
Emigrant, at 6 P. M., for Dunkirk and Buffalo, and intermediate stations
On Sunday, one Express Train at 5:30 P. M.
Those Express Trains connect at Elmira with the Elmira and Williamsport Railroad, for Niagara Falls, Buffalo and Dunkirk with the Lake Shore Railroad for Cleveland, Cincinnati, Toledo, Detroit, Chicago, &c., and with first class splendid steamers for all ports on Lake Erie.
D. C. McCALLUM, General Superintendent.

HUDSON RIVER RAILROAD.—Trains leave Chambers-st., daily, for Albany and Troy—On and after MONDAY, Aug. 27, 1855, the trains will run as follows:
Express Train at 3:30 A. M., connecting with Northern and Western Trains. Mail Train at 9 A. M., Through Way Train, 12 M. and 4 P. M. Express Train 6 P. M. For Poughkeepsie—Way Passenger, 7 A. M. Passenger, 6 P. M. Way Freight and Passenger Train, 1 P. M. For Peekskill—7:30, 8:30, and 6:30 P. M. For Sing Sing, at 10:15 A. M., 4:30 and 6:30 P. M. For Dobbs' Ferry, 8:30 A. M. For Tarrytown, Sing Sing and Peekskill Trains stop at all the Way Stations. Passengers taken at Chambers Canal, Christopher and 31st sts. SUNDAY MAIL TRAINS at 5 P. M., from 21st-st., for Albany, stopping at all Mail Stations.
M. L. SYKES, Jr., Superintendent.

CENTRAL RAILROAD OF NEW-JERSEY.—In connection with the Lehigh Valley Railroad, opened to Mauch Chunk for the winter season, commencing Oct. 1, 1855.—Leave New York for Easton, Mauch Chunk and intermediate places, from Pier No. 2 North River, at 7 A. M., and 2:15 P. M. For Somerville, at 7 and 11 A. M., 2:15 and 5 P. M.
The above trains connect at Elizabeth with trains on the New Jersey Railroad, leaving New-York from foot of Cortlandt-st., at 7 and 10 A. M., 2:30 and 5 P. M.
JOHN O. STERNS, superintendent.

CAMDEN AND AMBOY RAILROAD TO PHILADELPHIA.—From Pier No. 1 North River, two lines daily, at 6 A. M. to 2 P. M. Morning line at 8 A. M., by steamboat JOHN P. POTTER to South Amboy; thence by cars to Camden; through in 3 hours; fare $3. Way Accommodation at 3 P. M., by JOHN POTTER to Amboy; thence direct to Camden by cars; through in five hours; fare $3. Way Accommodation and Emigrant line at 1 P. M.; fare $1 50. Emigrant line at 5 P. M.; fare $1 75.

NEW-JERSEY RAILROAD—FOR PHILADELPHIA and the South and West via Jersey City.—Mail and Express Lines.—Leave New-York at 9 and 10 A. M. and 4 and 6 P. M.; fare $4 by any line. Leave Philadelphia at 9 and 10 A. M. and 6 P. M.; second class $2 25 in 10; at 12 M., $3; stopping at all way stations. Through tickets sold for Cincinnati and the West, and for Baltimore, Washington, Norfolk, &c., and through baggage checked to Washington in 9 A. M. and 6 P. M.

MICHIGAN SOUTHERN RAILROAD LINE.—Travelers for CHICAGO, ST. LOUIS, &c., and all points West and Southwest, can obtain through tickets, and all information concerning routes, fare, &c., either by the New-York and Erie Railroad, or New-York Central Railroad, by application at the Company's Office, No. 192 Broadway, corner Dey-st.
JOHN F. PORTER, General Agent.

FOR CALIFORNIA.

SAILING DAYS
5TH AND 20TH OF EACH MONTH.
FOUR HOURS FROM OCEAN TO OCEAN, BY PANAMA RAILROAD—TWENTY-FIVE LBS. BAGGAGE FREE—THROUGH FOR CALIFORNIA, VIA PANAMA RAILROAD—The United States Mail Steamship Company intend to despatch for Aspinwall, on SATURDAY, Oct. 20, at 2 o'clock P. M. precisely, from pier foot of Warren-st., North River, the well known and favorite steamship EMPIRE CITY, Captain M. WINDLE. Passengers and Mails will be forwarded by the splendid new steamship of the Panama with their favorite Pacific Mail Steamship Company's magnificent steamship JOHN L. STEPHENS, H. H. PEARSON Commander, which will be in readiness and leave immediately for San Francisco. The public are informed that the P. M. S. S. CO always has one or more extra Steamers lying at Panama ready for sea, to avoid any possible detention of Passengers or Mails. For passage apply to I. W. RAYMOND, at the only Office of the Company, No. 177 West-st., corner Warren, New-York.

DAYS OF SAILING CHANGED
TO 9TH AND 24TH OF EACH MONTH.
FOR CALIFORNIA.—NEW-YORK AND CALIFORNIA STEAMSHIP LINE, via NICARAGUA—Accessory Transit Company, of Nicaragua, Proprietors—Through in advance of the mail—700 miles shorter than any other route. The splendid double-engine steamship NORTHERN LIGHT, (3,000 tons burden,) Captain TINKHAM, will leave Pier No. 3, North River, at 3 o'clock P. M. precisely, for Punta Arenas, on WEDNESDAY, Oct. 24, 1855, connecting with the steamship SIERRA NEVADA, (3,000 tons burden,) over the Nicaragua Transit route; having but twelve miles or land transportation by first-class carriages. For information or passage at the reduced rates, apply only to CHARLES MORGAN, Agent, No. 2 Bowling-green. Letter bags made up at the office. Stamped letters taken for 10 cents each.

SUPREME COURT—City and County of New-York.—WILLIAM HAMILTON, plaintiff, against JOHN M. GOTTHER, defendant.—Summons for a money demand on contract.—To the defendant, JOHN M. GOTTHER—Sir: You are hereby summoned to answer the complaint in this action, and serve a copy of your answer on the subscriber, at his office, No. 49 Wall-st., in the City of New-York, within twenty days after the service hereof, exclusive of the day of such service; and if you fail to answer the complaint as aforesaid, the plaintiff will take judgment against you for the sum of one hundred and sixty-five dollars, with interest from the 28th day of February, 1854, besides the costs of this action.—Dated at the City of New-York, this 22d day of September, 1855
JOHN LIVINGSTON,
Plaintiff's Attorney, No. 157 Broadway.

GAS FIXTURES.—STEPHEN PHILBRICK, No. 292 Broadway, has now completed his new and extensive warerooms, and is now ready to receive orders for gas fitting and plumbing in all their various branches promptly attended to as usual.

FOR EUROPE.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS—FROM NEW-YORK TO LIVERPOOL—Chief Cabin Passage, $130; Second Cabin Passage, $70. FROM BOSTON TO LIVERPOOL—Chief Cabin Passage, $120; Second Cabin Passage, $60. The ships from Boston call at Halifax.
ARABIA, Capt. Judkins; AMERICA, Capt. Lang;
PERSIA, Capt. Ryrie; EUROPA, Capt. Shannon;
ASIA, Capt. R. G. Lott; CANADA, Capt. Stone;
AFRICA, Capt. Harrison; NIAGARA, Capt. Leitch.
These vessels carry a clear white Light at mast-head; Green on starboard bow; Red on port bow.
AMERICA, Lang, leaves Boston.....Wednesday, Aug. 29
CANADA, Stone, leaves Boston.....Wednesday, Sept. 12
AFRICA, Harrison, leaves Boston.....Wednesday, Sept. 26
AMERICA, Lang, leaves Boston.....Wednesday, Oct. 10
CANADA, Stone, leaves Boston.....Wednesday, Oct. 24
AFRICA, Harrison, leaves Boston.....Wednesday, Nov. 7
ASIA, Lott, leaves Boston.....Wednesday, Nov. 21
Freight and passage until paid for. No bills of lading signed on board. The owners of these ships will not be acc

Hoofland's German Bitters.
Hoofland's German Tonic.
Hoofland's German Remedies.
Hoofland's German Bitters.
Hoofland's German Tonic.
Hoofland's German Remedies.

LONG ISLAND.

Extensive Fires in Brooklyn.

About 2 o'clock yesterday morning the extensive flouring mill of Messrs. HOOKER BROTHERS, at the foot of Bridge-street, was destroyed by fire, including

The building was built of brick, five stories high. The fire was first discovered in the third story by Mr. E. HAWKINS, of the Bridge-street Ferry, who immediately informed the workmen in the basement story, (this mill is kept running both night and day.) They then made an effort to reach the third floor. Every effort that they could make to save some portion of the stock, however, but the fire had got so much headway that they were compelled to abandon the building to its fate.

The flames then communicated to the adjoining building, occupied in part by Messrs. HOOKER BROTHERS, and in a few minutes the whole of the upper portion of the first floor, with the kitchen, dining rooms, with kitchen and other necessary apartments in the rear. The second story has its roofs, with bathroom and entire furniture in the rooms, with the exception of a few articles of furniture, which were saved by the exertions of the firemen, who were promptly on the spot. The building is provided with the modern conveniences, patent washstands, &c.

There are about two acres of land fronting on Greenwood, adjoining Eleventh-square, and opposite the Hot Water system of Mechanical Ventilation, to the days since, I made an application to the advocates of the following effect, namely—that in the opinion of the medical profession and the public in regard to the same, the Hot Water system of Mechanical Ventilation, to the exclusion of all other systems, was the best. I stated that all the opposite ventilation of the Rotunda was defective, and that the Hot Water system was the only one which could be adopted with safety to the occupants of the Rotunda. I have not received any answer to my application, as yet, and I am at a loss to know what course to pursue in the matter. Can you inform me?

Yours, &c.

[Advertisement.]

Dr. Ambuhl on the Inhalation of Cold Medicated Vapors.

To the Editor of the New-York Daily Times:

SIR: In a communication to your paper a few days since, I made a proposition to the advocates of the Hot Water system of Mechanical Ventilation, to the following effect, namely—that in the opinion of the medical profession and the public in regard to the same, the Hot Water system was the only one which could be adopted with safety to the occupants of the Rotunda. I have not received any answer to my application, as yet, and I am at a loss to know what course to pursue in the matter. Can you inform me?

Yours, &c.

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